RAILROAD

AUGUST 1973

MAGAZINE 75¢

If Mr. and Mrs. Bill Keller had known their son would choose the Navy after college, they could have saved $12,000.

Please send complete information about the Navy-Marine College Program.
Commander, Navy Recruiting Command
NROTC Dept. L 32
BLDG. 157
WASHINGTON NAVY YARD
WASHINGTON, D.C. 20390

Your Name _____

Your Son's Name _____

Age _____

Address _____

City _____

State _____ Zip _____

THE NAVY

Of course Mr. and Mrs. Keller of Rockville Centre, Long Island, were pleased when their son chose the Navy after college. Especially proud because he received a commission as an officer. But financially, the Kellers—like many parents—missed the boat. They didn't realize the Navy might have paid for their son's college education through the Navy-Marine NROTC program, the Naval Reserve Officers Training Corps.

The NROTC Scholarship pays a student's full college tuition, cost of textbooks and instructional fees, and a monthly subsistence allowance. All this could be worth as much as $12,000 depending on which of the more than 40 colleges and universities with NROTC units he chooses.

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If you think that your son can qualify, talk it over with him and the Navy Recruiter in your area. It just might be that if he's ready for college, the Navy or Marines is ready to send him.

RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies — Founded 1906

VOL. 94, No. 4, AUGUST 1973

75 CENTS

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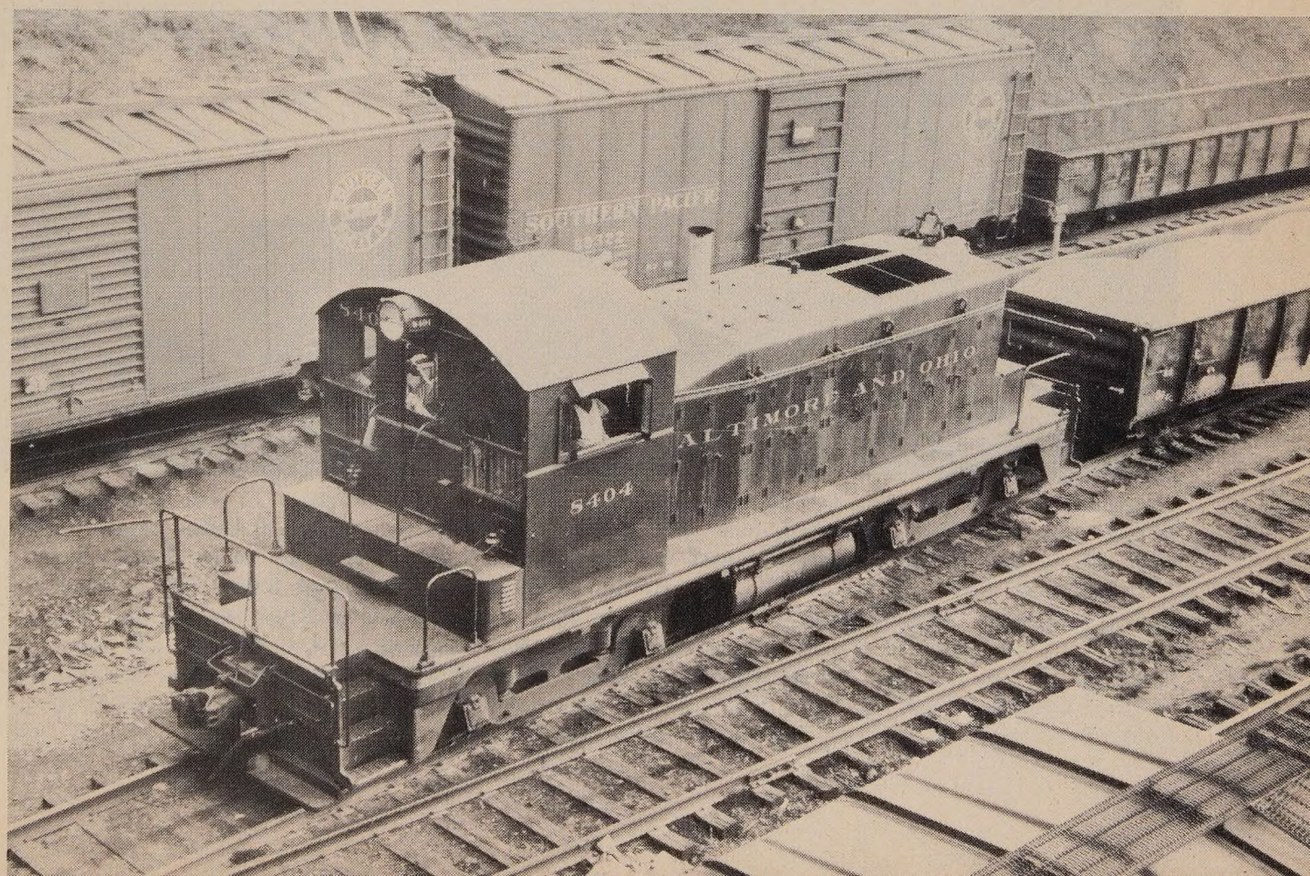


Baltimore & Ohio SW-1 No. 8404 (ex-204) working at Baltimore, Md., in 1957. Top view shows position of stack and rad. vents. Photo by Jim Edmonston

One of Central Vermont's dozen new cabooses as seen from old steam loco stall in roundhouse at New London, Conn. Built by International Car at a cost of $36,000 each, these hacks are unusual in that they have both cupolas and bay windows. New and old highway bridges across Thames River to Groton are seen above waycar. East New London yard years ago was busy place for 0-8-0 switchers, and M-2a and M-5a class 2-8-0's.

Robert Redden, 113 Munroe, Lynn, Mass. 01401

THE MAIL CAR

where editors and readers meet

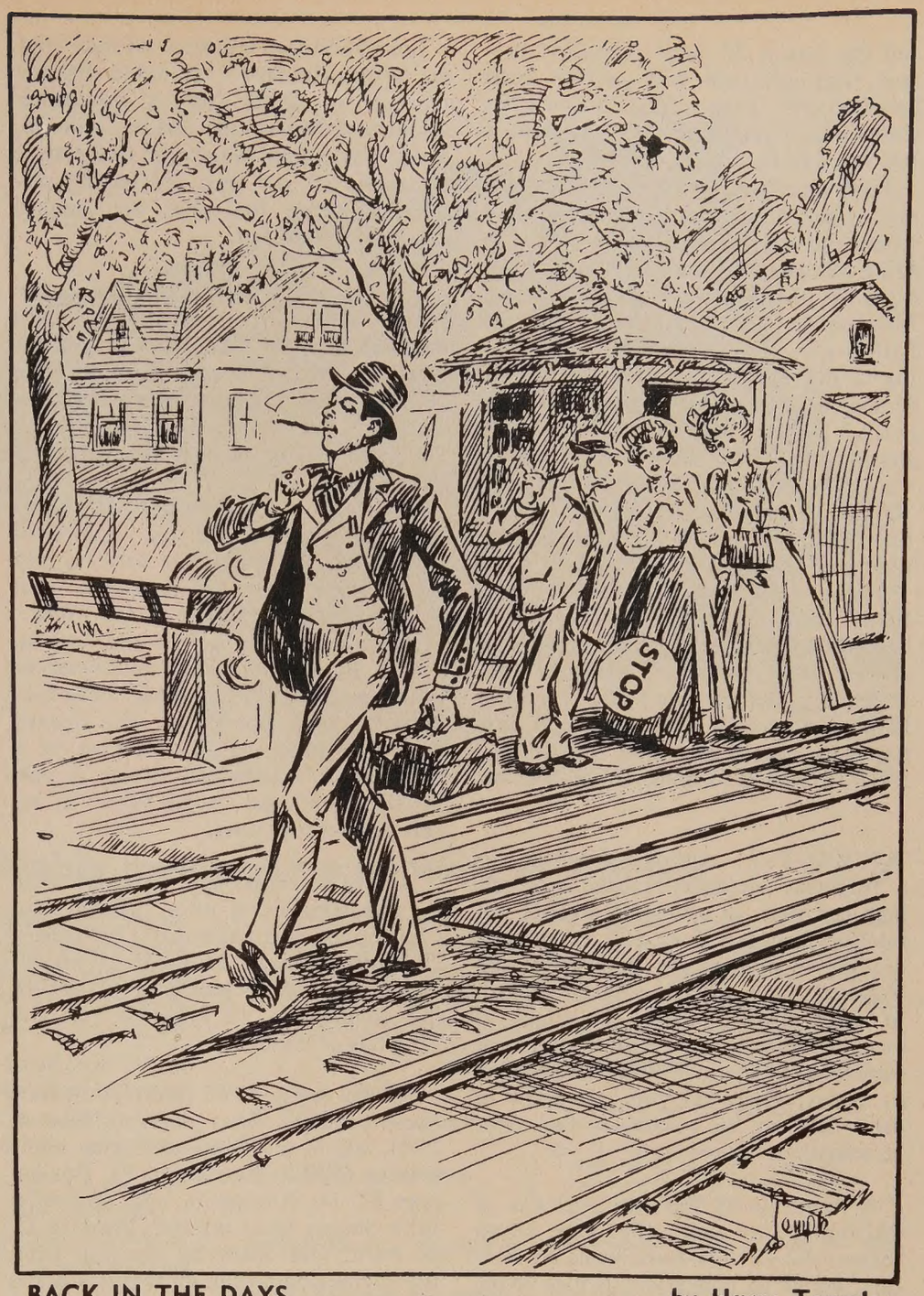
AMTRAK travel is featured on our cover because midsummer is the height of the vacation season. Both girls, Carolyn G. Recker (left) and Nancy F. Black were employed by the Louisville & Nashville in 1971 when Bill Tayse made this color-shot for *L&N Magazine,* from which we borrowed it; but Nancy is no longer on the railroad payroll. Behind them you see the dome-car of the Chicago-Miami streamliner waiting at the Louisville, Ky., Union Station. ●

NEW TECHNIQUES. Not only have men been "workin' on the railroad," they've been *talkin'* on it, too. Talking across railroad property, which may be 75 feet wide but thousands of miles long, requires a special breed of railroad equipment. Among Union Switch & Signal's orders for this breed are 385 3R-type radio units to be installed on Penn Central mainline and switch locos and 131 for new Burlington Northern locos and cabooses.

Protesting against the state's method of enforcing diesel smoke regulations, the Illinois Association of Railroads introduced expert testimony in a hearing before the Illinois Pollution Control Board. One such witness, Dr. Raymond Chuan of Costa Mesa, Calif., characterized the currently-used Ringelmann system for measuring smoke density as "subjective, inaccurate, and definitely unsatisfactory" as an air-pollution control standard.

A new method of producing railroad crossties is being explored by Koppers Co. to answer a growing demand for mainline ties and also to increase the raw-material yield of hardwood timber. The method utilizes dowel-laminating techniques to join mechanically two wooden cants to form a complete tie. This tie can be slightly larger than traditional kind and capable of carrying the heavy loads being hauled on today's mainline high-speed roads. Among the carriers now using dowelled ties are the Illinois Central Gulf, L&N, and C&NW.

A new *Dictionary of Switching and Connecting Terminology,* 12 large pages, illustrated, may be had free by writing to Sales Dept., Switchcraft, Inc., 5555 N. Elston Ave., Chicago, Ill. 60630. ●



BACK IN THE DAYS **by Harry Temple**

"Him? He's the new night trick man up to the depot—jus' goin' to work!"

BACK in 1901 my father was the depot agent at Turtle River, the end of the Minnesota & International Railroad in northern Minnesota, then being built toward Canada. This area was thickly covered with virgin timber which was being cut for the first time. Large lumber camps nearby employed hundreds of lumberjacks.

The day after pay day most of them would come into Turtle River and take a train to Bemidji, 13 miles south, to buy whiskey and play around with women. Fare was 26 cents each way. Rough men would fill the waiting room, which was very small. One would step up to the ticket window and ask my father what the fare was. Then the others would growl that this price was exorbitant and say they refused to be robbed by the railroad and would rather walk, even though the temperature was 40 below. The other men would step up to the ticket window one at a time and ask the same question, but wouldn't buy tickets until they'd had waited a while to think about it.

Finally, in exasperation, Dad would yell through the ticket window: "Listen, you S.O.B.'s, it's 13 miles to Bemidji

and the fare is 26 cents. The next bastard who asks me will get his head knocked off!" Then he'd slam down the window and not open it again until a few minutes before train time.

Each month, a day or two before pay day at the lumber camps, the railroad would put on an extra coach or two to bring the gamblers and the ladies of the night to Bemidji from St. Paul and Minneapolis. As I remember them, the harlots dressed nearly alike, each wearing a big flaring hat with an ostrich plume, which seemed to be their trademark. Between them and the card sharps, the thick-witted lumberjacks were soon cleaned out of hard-earned wages. Many who had planned to return to Turtle Creek by train had to walk the 13 miles, often in bitter cold.

There were many brawls at Turtle River. Now and then a gambler would be shot and wounded for cheating. The nearest law-enforcement officers were at Bemidji. Before they could reach the hamlet in which I lived the guilty parties were long gone.—Joe Howdeshell. 9422 127th Ave., Largo, Fla. 33540. ●

NEWSCAST. Although deaths in highway accidents reached a record high last year, an estimated 56,300, rail fatalities dropped from 607 to 590, according to preliminary statistics of the National Transportation Safety Board. In other words, nearly 100 times as many human beings perished in motor vehicle accidents in 1972 as were killed by trains! Now, do you still want to drive that car, or would you feel safer in a train?

A recent ad by Railway Sales Co. of Oklahoma City said: "For sale, storm shelters $2,750, 50-foot insulated boxcars; could be converted to nice living quarters." Many a hobo has temporarily converted boxcars into "nice living quarters."

When we described the *Descanso* (June '73 issue) as "probably the world's only funeral trolley" we meant the only one now extant. Some readers thought we implied there had never been other funeral trolleys. Over the years we have pictured several, including at least two in Mexico.

Rubber pads between bearing and side frame are being used by La Campagnie de Chemin de Fer Cartier to reduce wheel wear on 100-ton ore cars. This railroad affiliate of Quebec Cartier Mining Co. operates 125 car unit-trains over the 191 miles of track from Canadian mine site at Lac Jeannine, Port Cartier, on the St. Lawrence River. The rubber pads are made by Lord Corp. in Erie, Pa.

Transportation industry officials told the Senate Banking Committee that the shortage of diesel fuel is worsening. Representatives of the airline, railroad, truck, bus, inland waterway, and transit industries all say they are having difficulties getting fuel now, but tougher times may be ahead.

Penn Central asked Federal Judge John P. Fullam to extend a July 2 deadline under which the company was required to submit a plan to reorganize or to liquidate its bankrupt railroad operations. The road says it is losing $600,000 a day (which may or may not be true).

Secretary of Transportation Claude Brinegar said recently that liquidation of the Penn Central would have "a very serious impact on the economy," but it "would not be the end of the world." Brinegar's position is that the liquidation of PC and five other Northeastern railroads could lead to other roads taking over their operations. His department has proposed the creation of a corporation that would design a new Northeast railroad system using the assets of bankrupt lines.

Almost a century ago, the celebration for the completion of a railroad into Chilclothe, Ohio, called for a big feed—23 kinds of meat, 24 kinds of vegetables, four kinds of pickles, four breads, five condiments, 12 kinds of pie, and 10 kinds of liquor!

Pennsy engine 1165 (pictured in June issue, page 13) was derailed June 4, 1944, within the limits of Esplen interlocking plant at Pittsburgh, Pa. Engineman H. D. Hirschman and brakeman John Shusto were injured. Fireman C. F. Bordt met death by jumping from the engine and falling 40 feet to Carson Street. Where can I get a copy of that picture?—R. T. Harley, retired loco engineer, 316 Bernice Ave., Pittsburgh, Pa. 15237.

A railroad tank car which had been the home of a "moonshine" still in the 1930's was found the other day beneath the floor of an Oklahoma City garage. The still had been dismantled, but six mash barrels were found intact inside the tank car, reports Bob Bruhin, Rte. 2, Box 28, Ada, Okla. 74820.

The U.S.S. *Torsk*, the only submarine known to have sunk a train, is now on display in the Inner Harbor, Baltimore, Md. The boat, given to Maryland Naval Militia after its decommissioning last fall, also is on record as being the sub that sank the last two Japanese ships of World War II.

While in Tokyo Bay the *Torsk* maneuvered to fire her rear torpedoes to sink a Japanese tanker docked for unloading. The torpedoes missed the tanker but struck a railroad bridge. An ammunition-laden train was crossing the bridge at the time and fell into the Bay, lighting the sky with explosives.

Penn Central backed down from its decision to reduce the size of train crews on June 9th, with the following explanation: "We had anticipated that promulgation of the new rules would result in a strike by our employes. This, in turn, requires that the railroad be in a financial position to stand the effects of such a work stoppage. Penn Central can no longer do so."

What may have been the biggest derailment in Burlington Northern history took place near Clearmont, Wyo., last March when nearly every car of a 100-car coal train jumped the tracks, spilling some 10,000 tons of coal. "I don't believe we've ever had a derailment to measure up to this one," a brass collar said. There were no injuries.

During late afternoon peak departure hours at Cleveland Hopkins Airport, Bill Dvorak reports in *The Cleveland Press*, United Air Lines' station coordinator Bob Tennant occasionally delays flights up to 30 minutes for the convenience of arriving passengers whose cars are blocked by stalled freight trains at the Five Points crossing. Personnel in the airport control tower help keep an eye on the crossing situation.

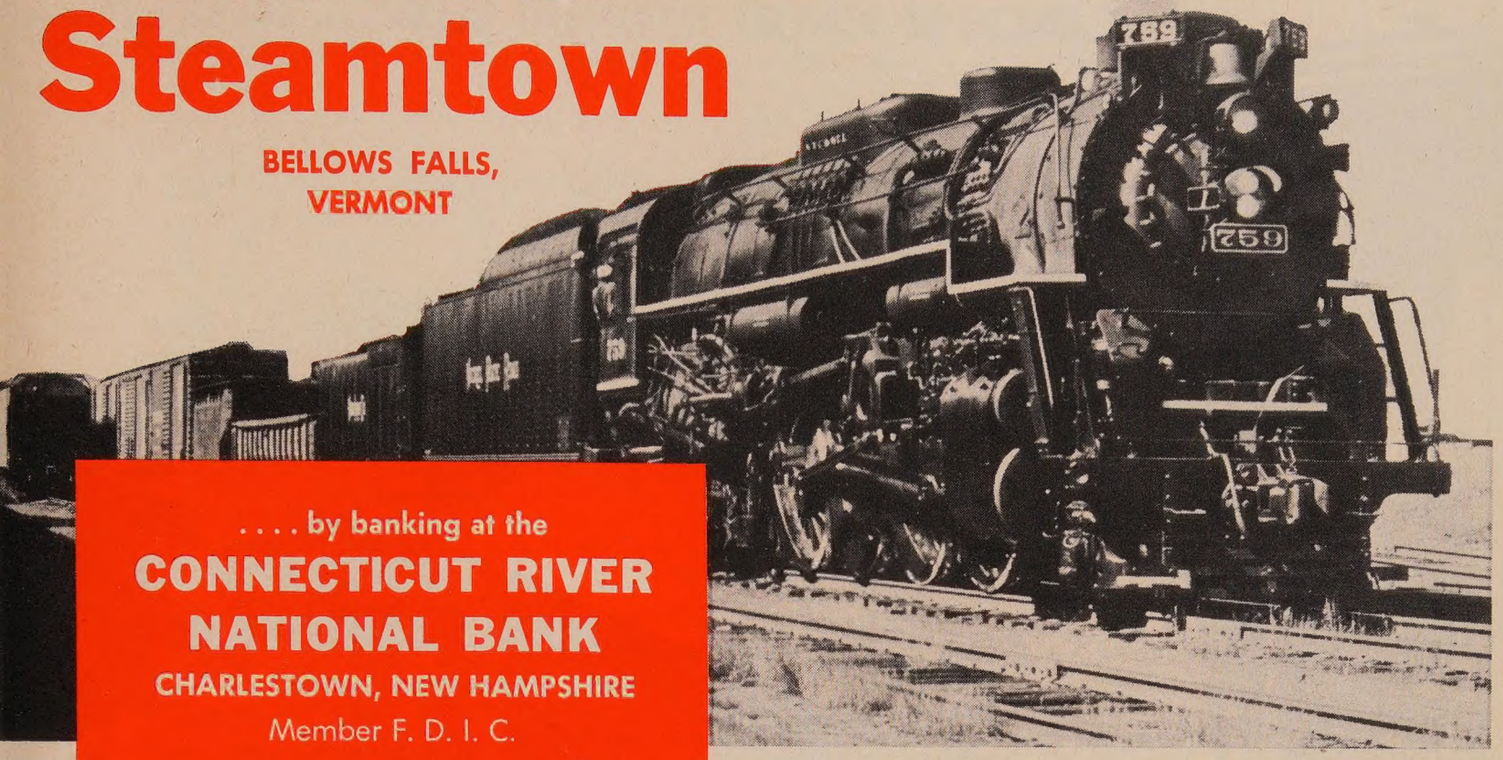
On May 23rd, the members of Jackson City, Mich., Fire Department, had just sat down to a dinner in honor of retired firefighters when a general alarm sent them hurrying to the burning Penn Central freight depot, which was damaged by fire to the tune of an estimated $175,000, reports Steve Hubbard, 16344 Comdon Rd., Albion, Mich. 49224.

A letter in June *Railroad* mentioned the last remaining Santa Fe steam locos. The two unidentified ones are not at the Topeka shops but are just outside of Madrid, N.M. Both are 2-8-0's. No. 769 was built by Richmond in 1900. The other, No. 820, was built by Baldwin in 1900 for the St. Louis, Rocky Mountain & Pacific. They were sold by the ATSF to the Albuquerque & Cerillos Coal Co. in 1950 and 1940 respectively.—Dale Miller, 2515 S.W. Plum Court, Portland, Ore. 97219.

Soo Line is asking the ICC for authority to lease part of Burlington Northern's Mississippi Street yard in downtown St. Paul, Minn. Use of the 12-acre facility would expand the Soo Line's handling of cars for industries.

SUPPORT Steamtown

BELLOWS FALLS, VERMONT



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As the amount of your deposit increases, so do your benefits (and those to Steamtown too!!) For example, a $5,000 deposit will result in a donation of $25.00, an annual family membership (with free tickets), and a ride in the cab of the Steamtown engine.

Fill out the coupon below and send your check payable to the Connecticut River National Bank - you'll receive a registered mail letter containing your Certificate of Deposit, a colorful "Steamtown I.D.", your Steamtown membership and notification of the donation made in your name.

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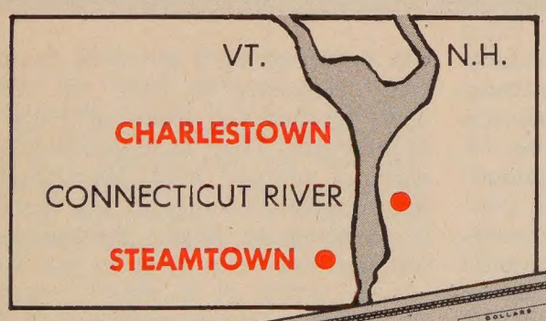
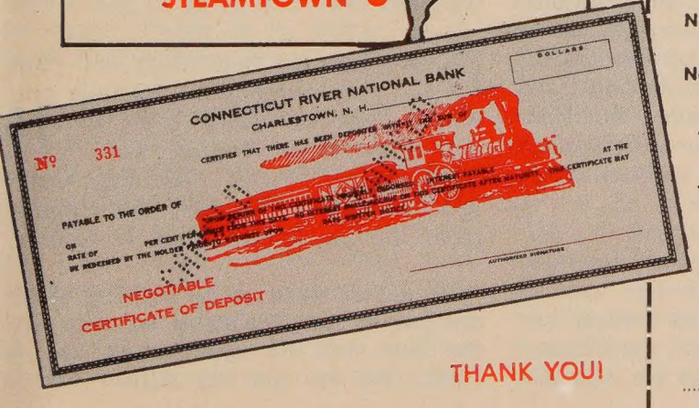
$20,000 Silver Pass $100.00	Life Museum Member — allows you, for life, to enter the Museum Area free.
$50,000 Gold Pass $250.00	Life Member — allows you free admission, for life, to train ride and museum.





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Name ..... **Soc. Sec. No.** .....
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Street or Post Office Box

.....
City State Zip

If more than one name appears above please check:

☐ **Joint tenants with rights of survivorship** ☐ **Tenants in common**

Please Check ☐ **I wish to receive my interest check monthly**

☐ **I wish to allow my interest to compound monthly at 5.9%**

....
Signature Signature

Late afternoon at Pittsburgh, Calif., sees Southern Pacific's *San Joaquin Daylight*, train No. 51, as it makes stop April 29, 1971, just days away from last appearance.
Virgil C. Staff, P.O. Box 268, Berkeley, Calif.

Penn Central has resumed restoration work on its bridge over the Susquehanna River at Shocks Mill, Pa., and expects to reopen the normal freight route between the Midwest and northern New Jersey, Philadelphia, Baltimore, Washington, and the Southeast by September 1st. The center third of the 2,200-foot bridge, 20 miles south of Harrisburg, collapsed last summer from flood waters of the tropical storm Agnes.

Union Pacific will invest $14.6 million in track construction on its line between Kansas City and North Platte, Neb., and in track and signal work in its yards at Kansas City, Kansas.

John C. Kenefick, president of the Union Pacific, has blacklisted one man from his company payroll, a gunman who robbed him of $400. After taking the money from Kenefick, the thug asked, "You think I could work for your company?" Kenefick snapped, "I wouldn't give you a recommendation."

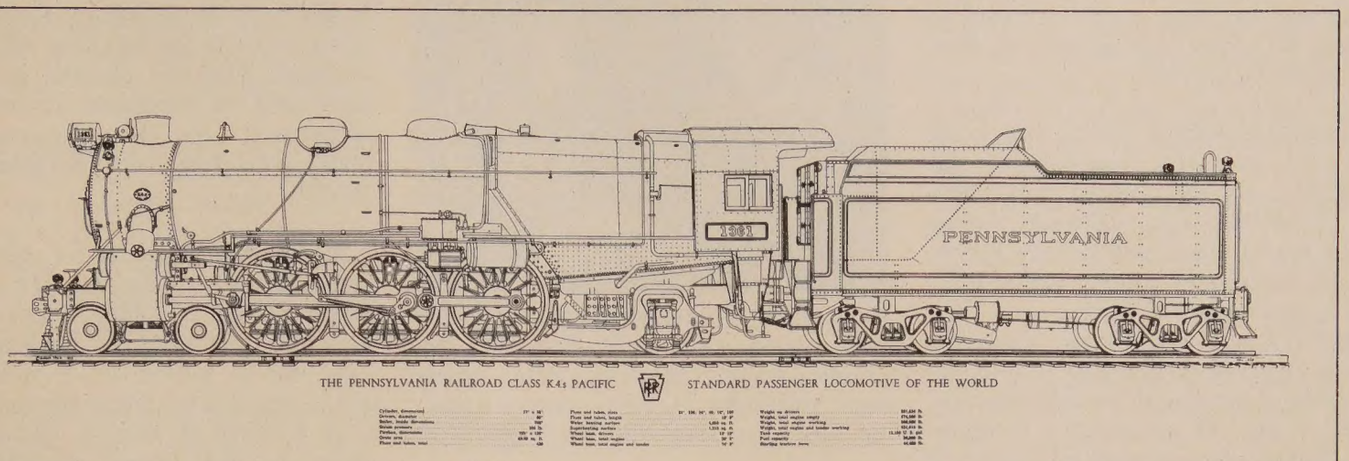
Not satisfied with abandoning passenger trains, track-miles, and stations, Penn Central has filed an application to end its marine operation for floating freight cars between Norfolk and Cape Charles, Va. Same reason: financial. The car-float *Capt. Edward Richardson* can no longer be used without costly repairs.

Iowa has a new railroad. Its birth at Kalona a few weeks ago was an accomplishment which its owners say could have far-reaching significance. The Central Iowa Railway Co. (CIRC) was organized by a group of businessmen determined to keep rail service open between the towns of Hills and Montezuma. They have purchased 64 miles of railroad track abandoned by the Rock Island Railroad. The new road is expected to begin operation this summer. ●

DID you know that nearly 100 years ago the railroads of America employed "lost-car agents"? We didn't—until *Interesting Railfan* Ted Wurm (122 Monte Vista, Oakland, Calif. 94611) sent us this very old clipping from the *St. Louis Globe Democrat*:

The lost-car agents at the beginning of the new year are busy hunting up the stray cars. One week finds the agent hunting cars in Florida, and the next may discover him in

"THE BURGER TRAIN SPECIAL"



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Maine. The rules governing the business are that he must travel by daylight, ride in the rear coach and keep his eyes open. Frequently, while rushing past a sidetrack full of cars, he discovers one belonging to his own company, and by practice he becomes so sharp-eyed that he can photograph the number of that car on his mind in an instant. Arriving at a telegraph station, he politely requests the officers of the road to send home his company's car.

Cars are often sent from one end of the continuent to another, and sent back empty. In case a road is short of cars, it sometimes takes the liberty to retain and use them, and sometimes a dishonest road will steal them outright and obliterate the owner's mark and number. A lost-car agent for a western road recently, after searching for months for a car, found it away out on the plains, forty rods from the railroad, devoid of its trucks, and occupied by an ambitious squatter as a home. ●

MANY oldtimers, like myself, recall the days before World War I when an organization of down-and-outers called themselves the International Workers of the World, or "Wobblies," but those whom I knew about were anything but workers. They did ride freight trains, though, in and on top of of boxcars, coal cars, etc., along with honest, hard-working, young fellows who migrated westward each wheat season to help harvest the grain. The latter migrated by the hundreds, even thousands, some getting off at every farm town along the route. I was a boy then. We used to sleep with these men in hay lofts and listen wide-eyed to their talk.

After stacking wheat in the fields, many of them joined the threshing crews for as long as the season lasted. I remember when one of them, pitching a bundle of wheat, found a rattlesnake and whammed it with his pitchfork until he thought it was dead. But when another guy picked it up, the snake dug its poisonous fangs into his chin, and the fellow died in agony about half an hour later, before the doctor could arrive. Finally, at the end of the wheat season, the migrant harvest hands boarded freight trains for the journey homeward. We boys were sorry to see them go.

As soon as I was old enough to hire out to the Rock Island, I went into telegraph service. Shortly after I had been sent to Durham, Kansas, as night operator, an eastbound freight whistled for the board at about 3 a.m. I gave them the green light; but after the train had gone halfway by, it stopped. I saw trainmen with lanterns coming from the caboose. Soon they reached the telegraph office, escorting three or four harvest hands splotched with blood. The latter had been slugged by Wobblies and robbed of their harvest money. But other harvesters overpowered the thugs and cornered them in an empty coal car.

I sent a message from the conductor to the Herrington yardmaster, who promptly notified the sheriff's office. Later, when the train stopped at the Santa Fe crossing, the sheriff and yard agents picked up the three Wobblies and put them in jail. In due time the Wobblies were convicted of highway robbery and sent to Leavenworth penitentiary for 30 years.—Clyde K. McMillam, State Soldiers' Home. Box 343, Hot Springs, S.D. 57747. ●

WHEN did green replace white on railroad signals and did all railroads previously use white instead of green? Furthermore, I have often wondered what is the purpose of a string of lights on both sides of the NH tracks, opposite one another, at the west end of Mt. Vernon, N.Y. I have been told that they inform the engineer of the

change from third rail to overhead wires. This can't be true, because on the eastbound side they are placed *after* the change has been made.—George L. Larned, P.O. Box 263, Sunset Dr., Bedford Hills, N.Y. 10507.

LONG-BELATED justice has come to 33 surviving members of the American unit that helped build Russia's Trans-Siberian Railroad during World War I. They will receive honorable discharges and military pensions after a 50-year fight for them.

Their victory was assured when the Justice Department decided not to appeal lower court decisions upholding the status of the 33 as military veterans. The Defense Department had opposed the discharges on grounds that the men were not in the Army when they helped build the railroad but actually were civilians with the same status as American Red Cross workers. ●

VERNON DALHART, a popular singer of folksongs in the 1920's, recorded over 1,000 songs under his own name or various phony names, according to Joe Drochetz. Here is a list of his railroad songs: *Casey Jones, Billy Richardson's Last Ride, Engineer's Child, Freight Wreck at Altoona, Engineer's Dream, In the Baggage Coach Ahead, Jim Blake the Engineer, Lightning Express, The Little Red Caboose, New River Train, Runaway Train, Wreck of the Old 97, Wreck of the No. 9, Wreck of the 1256, Wreck of the Circus Train, Wreck of C&O No. 5, Wreck of the N&W Cannonball,* and *Wreck of the Royal Palm.*

And here are Dalhart's hobo songs: *Big Rock Candy Mountains, Bum Song, Wanderin', Who Said I Was a Bum?, Wild and Reckless Hobo,* and *Hallelujah, I'm a Bum.* The first and last of these songs were written by Harry K. McClintock ("Haywire Mac").

These records are obtainable today only from record-hunting shops, junk stores, or flea markets. Mr. Marion Hoffman, RFD 3, Valley Center, Kansas 67147, has a very large collection of Dalhart records. Perhaps he will make tape recordings for a nominal fee. A good biography of Vernon Dalhart, by Jim Walsh, was published in *Hobbies Magazine* (May to Dec. 1960). Other info. on him may be found in *A Treasury of Railroad Folklore* (1953) and *Country Music USA,* by Bill C. Malone (1968). He was quite a character. ●

ONLY ONE circus in America, probably the only one on earth, travels in its own train: Ringling Bros. and Barnum & Bailey. It is true that Strates Carnival Shows have a train, but don't try to tell us that a carnival is the same as a circus. If a carnival had trained wild animals and at least one elephant, it would be a circus; but carnivals don't have them. The Strates outfit currently has the following consist: cars 1, 2 ,3, 4, and 5, former DL&W Pullman sleepers *Pride of Youngstown, Kittany, Tunkhannock, Pocono,* and unnamed, respectively; car 6, diner, probably from New York Central; car 21, flute-sided observation-business; open-ended; car 48, observation-business, stainless steel, round-ended, New York Central.

Amid racks of railroad and steamship dining-room china, CP Bygones' employee André Rouleau fills orders for collectors. (See next page.)
Canadian Pacific photograph

"Last year all Strates cars were heavyweight passenger types," writes Terry L. Cummings, EM-1, USN, 147 Helmick St., Norfolk, Va., 23505, who sent us the consist. "I have many photos, b&w and color, of this train and the 1972 train. Also a few shots of the carnival freight cars, all of which appear to be ex-ACF trailers." ●

PERSONALITIES. Back in 1951 when I was working as an engine dispatcher on the old Big Four (now Penn Central) one of the engineers I called was Al Foltz for his last run (on a Springfield local) prior to retirement. Much later, the PC fired me after 32 years of service and I went to work as a radio dispatcher for the Logan County sheriff's office. One of my duties on that job was to arrange for a deputy-sheriff-car escort for a certain funeral from Bellefontaine to Hardin county line enroute to burial at Findlay, Ohio, on February 14, 1973. The corpse was Al Foltz! Thus I called Al for his last railroad run and for his final trip on earth.—Simon E. Herring, 932 N. Main St., Bellefontaine, Ohio 43311.

I continue to be amazed by what I see A.E. Perlman doing for the Western Pacific. Not only has the WP been in the black since early 1971 but the railroad isn't yet at the stage where it will make its maximum income. Perlman obviously knows that it takes money to make money and he has been spending cash like it is going out of style. He has put the WP in shape to make money as it has never done before. Consolidation of facilities is taking place all over the railroad. The end product of this can lead only to increased revenue upon completion of the projects.—Virgil Staff, P.O. Box 268, Berkeley, Calif. 94701.

Re-reading *Railroad* for April '71, I came across a commendation of Virgil Staff's picture of Diane Thomas, which you had published in December '70. This one is pasted on a wall in my study, where it brightens the dullest day. It is a thing of beauty. Readers who object to girls being associated with railroads should be sent to a desert island on which they would see neither. —Joseph Fox, 4 Heathfield, Holden Ave., North Finchley, London, N. 12 8HY, England.

I was agreeably surprised to get no less than 15 responses to my request in *Running Extra* last May for information on the motive power used on the "Death Valley Scott" special. Among those responding were several retirees, like myself. (I retired from rail service in 1956, am now 84 years old.) They not only identified the engines used, division by division, but even the names of the enginemen. I worked for the Santa Fe's Mechanical Department, among other roads, at various times and places during my 41-year rail career. I recall when the Santa Fe management was experimenting with motive power and had just about every type of compound.—Louis V. Mallory, 902 Oklahoma Street, Branson, Missouri 65616.

Someone sent us a photo of "Miss Cable Car" (Barbara Jean Davies) and two runners-up in the contest for that title in the 100th anniversary fete of San Francisco cable cars. The gals are svelte and pretty, but too obviously posed. We don't want trite publicity shots.

Thirty miles from where it had been stolen, a 15-car Seaboard Coast Line freight train was recovered at Sanford, Fla., after it crashed into a parked gondola car. Police said 25- year-old Mary Lane Pipkin was in the fireman's seat, and told them she blacked out and didn't know what happened. Can any reader solve this real-life mystery? We don't even know why Mary was in the cab.

After a separation of 47 years, a retired British Rail engineer named Cyril Ackers, now 83, was reunited briefly with his sister, Mrs. Olive Molfetto, age

77, of North Merrick, N.Y. He lives in England about 100 miles from London. Cyril flew across the Atlantic and met his sister at Kennedy Airport because, he said: "I am getting on in years and thought it was about time I visited her." It took a paging announcement to finally bring them together.

Dan Ranger, Jr., author of the book *Pacific Coast Shay,* has just been appointed vice president, freight, for the combined Graham County and Bear Creek Scenic railroads in North Carolina. His first responsibility is rebuilding and/or acquiring sufficient Shay power to reopen both operations.

Photo of two girl passengers arriving at Richmond Calif., one day in 1971 (June issue, page 3) had a caption saying that if they had arrived there 50 years earlier they probably would have found a stagecoach, not a bus. "In 1921," writes Ed Mahoney, 5418 Ellsworth Ave., Dallas, Texas 75206, "the nation was well into the motor age, and stagecoaches for all practical purposes were in limbo. At that time I had been on the Santa Fe payroll about four years, and in all my travels I never saw a stagecoach save in a circus or pageant." (*Ed. note*: I guess we should have said 70 years.)

A PHOTO in your June issue has *Interesting Railfan* No. 126 hooping up train orders. As a Rock Island operator, if I were to hand them up as the picture shows, I would be stopping a lot of trains for missed orders. Our *Safety Book of Rules* states: "Employes must not pick up orders on engines from any place except from cab window." While I am on the subject, the RI requires two sets of orders for the head end and two sets for the rear crew of a train, four sets in all. I am curious to know how many other roads have the same rule.—David D. Auestad, Oak Park Estates, Box 169, Granville, Ill. 62326.

Chard Walker, the Santa Fe operator featured in the photo, replies: "Santa Fe has no rule against picking up orders from other than cab windows. If the fireman shown in the picture had been reaching out the window instead of hanging from the door, I would have stood closer to the track and held the fork as high as I could reach; but even then he would have had to lean out the window and reach down as far as he could to snare the string with the orders. So, many an engine-crew man crouched in the doorway, as the photo indicates, to avoid missing their orders.

"Our forks should have had a longer handle to let us hold the orders higher, but all forks are the length shown in the picture. Thus, a short operator would have had even more of a problem in holding the fork high enough. Evidently its designer never had to use one. Only one set of Santa Fe orders is required for each manned engine and one set for the caboose. Until a few years ago, however, we gave the caboose two sets. Our passenger trains require *three* sets of orders: one set for the engine crew, one for the conductor (at front or middle of the train), and one for the flagman at the rear."

(*Ed. note*: A caption in our June issue refers to Lee Nelson as the son of Chard Walker. He isn't.)

A retired rail named Bill Jenner of 630 W. 32nd St., Los Angeles, Calif., comments: "Company rules vary from one road to another. Roads such as the Rock Island, MoP, Cotton Belt,

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The nationally famous 1944 Nickel Plate "Berkshire" 759, is being brought out of retirement for another excursion—and you can ride it. On October 27, The 759 will begin her journey at Boston and Maine's North Station at 9:00 a.m., and chug her way up to Montpelier, Vermont. You'll thrill at the pastoral beauty of historical Concord, Nashua and Manchester; the rural roads of Winchester, Lowell and White River Junction; and finally arrive in the teeming metropolis of Montpelier, Vermont. The mighty 759 will return to Boston on October 28. Rooms are being tentatively held for your convenience and comfort, at this very minute. We'll send you a list of high quality, comfortable accommodations with your ticket. Don't be left behind. Give yourself a rest from the hurry and scurry—take a journey into the past. As there are a limited number of seats, we suggest you contact us right now! Reserve your seat on memory lane with the handy form we have supplied for your convenience.

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I wish to reserve ..... seat(s) on the famous 759 excursion on October 27 and 28. I have enclosed my check for $50.00 per seat, which I understand is the price of the train ride only, and does not include accommodations.

Name(s) .....

Address .....

City ..... State ..... Zip .....

If we do not get an extension on the flues, from the Federal Railroad Administration, we will be required to substitute another steam engine.

NO REFUNDS FOR CANCELLATION AFTER SEPTEMBER 27, 1973.

For a complete schedule of Steamtown's 1973 activities, send a self-addressed, stamped envelope to the above address or phone 802-463-3937.

Two million piggybacks. In recent years railway piggyback service has become a major component of Canada's transportation resources. CP Rail recently handled the two millionth highway trailer through its coast-to-coast network of 60 terminals, stretching from the Maritime provinces to British Columbia.
CP Rail photograph

Katy, T&P, etc., follow the Uniform Code, not the Standard Code, in the number of train orders issued. The Uniform Code specifies that, beside the office copy, two copies go to the engineer, one to the conductor, and one to the flagman.

"I enjoyed Bill Knapke's 'Silent Land' in your June issue and the full-page shot of Bill with his pipe and 'mill' on the porch. I am very familiar with the area he described. Regarding the item about Cebu City in the *Mail Car* (same issue): Both Knapke and I served in the U.S. Army in the Philippines during the Spanish War. He ran a little plantation rail line on Cebu for the Quartermaster Corps. My youngest son's brother-in-law married one of those Cebu gals. Her name's Linda and she is a doll." (*Ed. note*: Some Cebu residents are listed every month in our *Pen Pals* section.)

Knapke's "Silent Land" was a pure delight. The scenic photo is rail art at its best. While gazing at it, I could virtually feel the last furnace-like rays of that desert sun, hear the crackling contractions of the cooling rails, and smell the creosote of the still-warm ties.—Paul J. Templeton, P.O. Box 111, Mendon, N.Y. 14506.

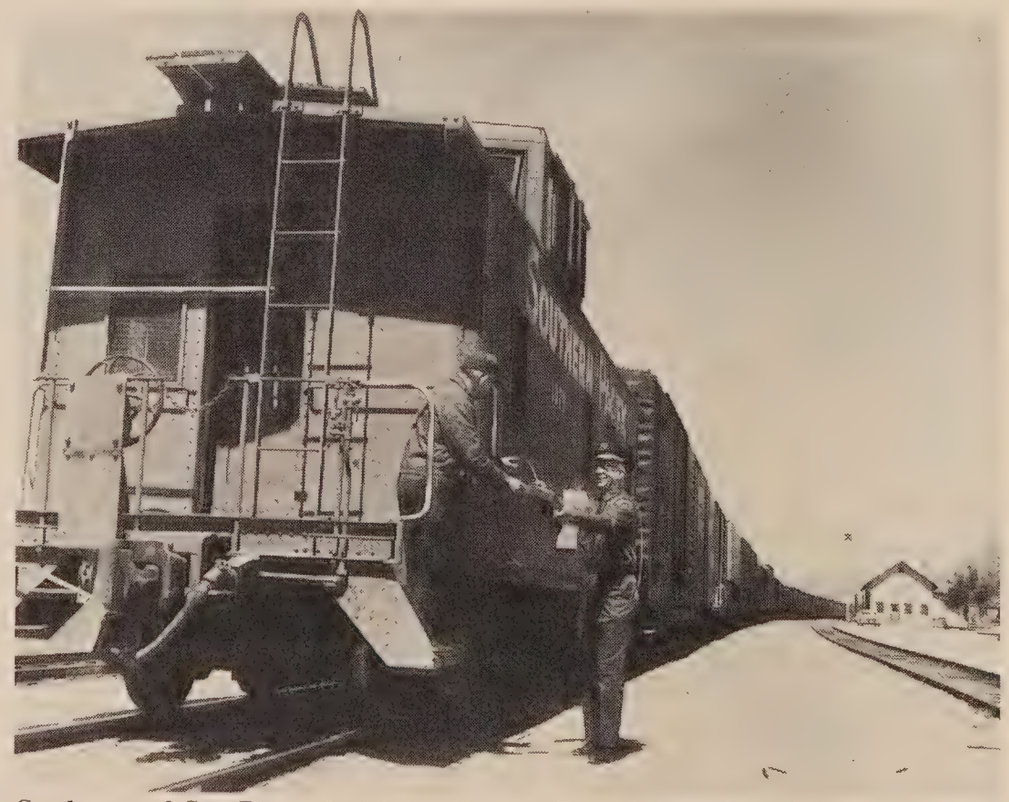
I have had 25 years of telegraph service on the Monon, including (after the merger) the Louisville & Nashville. Sometimes when I had a train order to deliver under a green board, no crew man would be out to receive it. All you can do at such times is to hoop the flimsy over the marker on the rear end, hoping the crew will find it in time.—Mahlon Eberhard, 5110 Marian Sale, Lafayette, Ind. 47905.●

PENN CENTRAL and the Quarryville Area Shippers Association have reached a novel agreement which allows rail service to continue in this Lancaster County community in Pennsylvania. Penn Central, as a result of damage by tropical storm Agnes and declining business on its Quarryville branch, sought authority from the ICC to abandon the entire 13.8-mile line, which would have ended direct rail service to Quarryville.

"We just couldn't let that happen," said John C. Hoffman, president of the Association, "but it was a very real possibility unless we found a solution."

The problem was solved by the association's offer to spend $130,000 to build a 1,700-foot stretch of track in Quarryville. This stretch will connect the branch line with Penn Central's Atglen & Susquehanna line. The latter crosses the branch on an overpass in Quarryville en route to Harrisburg and the West. Because of that, PC withdrew 2.26 miles of the branch in the area from its ICC abandonment application. So Quarryville retains rail service. ●

CANADIAN NOTES. CP Bygones selling thousands of transportation items such as steam locomotive bells, railway and marine lamps and lanterns, period prints, telegraph and railway communications equipment, tail-end signs, three-wheel velocipedes, cast beaver crest replicas, furniture, station clocks, books, timetables, silver and glass ware, photos, etc. For catalog and order forms address CP Bygones, Room 17, Windsor Station, Montreal 101, Que., Canada. The shop is open daily except Sunday until Sep-



Conductor of San Diego & Arizona Eastern Ry. (Sp) eastbound freight receives customs papers on move from U.S. Customs officer at Campo, Calif., in 1971.
Gary G. Allen, 215½ E. Palmer Ave., Glendale, Calif. 91205

In a driving cold rain some 200 people from the Lincoln area watch CB&Q 5632 "fog it up" on Melia Hill on first circle rtip to Omaha from Lincoln in '62.
Jim C. Seacrest, 2101 Birchwood Rd., North Platte, Nebr. 69101

tember 1st. All items also are available by mail.

"This is a banner year for collectors," says special projects assistant Denis Peters. "We offer many things never before available to the public."

Canadian National has placed freight car orders worth $11.3 million with Canadian builders in Trenton, N.S.; Sorel, Quebec, and Hamilton, Ont. This brings to 3,219 the number of freight cars CN has ordered since the first of the year for increasing traffic. The total orders are valued at $61.2 million.

Chessie System recently dumped the largest cargo of coal ever loaded into one ship at its Presque Isle docks in Toledo! The Canadian steamer *McGiffin* took on 29,950 tons of coal, surpassing the previous record of 28,391 tons dumped into the *SS Ottercliffe Hall* last December 8th. The cargo of metallurgical coal was bound for the Steel Co. of Canada at Hamilton, Ontario. It arrived at Presque Isle in 382 Chessie hopper cars from the Madison Mine at Ashford, W. Va. Loading the vessel took eight hours at the rate of 48 cars per hour.

Former Canadian Pacific baggage car 8029, now 96 years old, will be used in a TV series depicting Canadian Pacific history. Built as an Intercolonial Railway coach in 1877, the year of the world's first big railroad strike, this car was transferred to the Canadian Government in 1916 and then to the Canadian National in 1920. Since the mid-1950's it has served on the Canadian Museum Train, has been displayed at the Museum of Science & Technology in Ottawa, and in 1969 was donated to the Alberta Pioneer Railway Association with headquarters in Edmonton. Members of the Association spent many volunteer hours restoring the old car and repainting it in the original Intercolonial colors, and now it looks very impressive.

Since retiring from CP Rail, A. J Staysko of 1404 9th Ave., Lethbridge, Alta., has been active in historical groups. Back in 1907 he went firing on the old Alberta Railway & Irrigation Co. The Canadian Pacific leased it in 1912 and promoted him to engineer. He ran the *Canadian*, CPR's finest, from April '54 until he retired on Nov. 30, 1955.

Donald Harris, of the Ringling Bros. and Barnum & Bailey Circus, was badly injured the other day by an 8-

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year-old bull elephant on the circus train at Ft. Erie, Ont., where it had stopped for customs clearance before crossing the International Bridge. Relatively few bull elephants are on this hemisphere, nearly all elephants in circuses and zoos being female. It is not clear to us why that one attacked Harris, who was alone in the car with him and 8 other elephants. The beast pinned the man against a wall, inflicting internal injuries. ●

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PHOTO of Santa Fe's AT-720, pictured in our May issue, showed not exactly a weed-burner but a Fairmont Railway Motor's model W-66-C-2 self-propelled chemical weed-sprayer, reports J. J. Pitts, group supervisor, Biocides Research, Olin Research Center, 275 Winchester Ave., New Haven, Conn. 06504. Built in September, 1962, it was placed in service by the Santa Fe in May, 1964. The first such equipment, AT-1432, began working in 1948 and was retired 15 years later. The second, W-66, a C-1 version, numbered AT-719, entered service in May '62.

The Fairmont W-66 weed-sprayer was rather unique in being a self-propelled vehicle. With the exception of the ex-SP&S R-1 (now BN No. 10) and the Rock Island's ex-gas electrics RI 95270 and WS-10, chemical weed-spray cars are pushed in service by an engine. Only seven Fairmont W-66 sprayers were built. The Santa Fe bought the three mentioned above and the Rock Island and the Illinois Central each purchased two. The RI's were numbered W54 and W56. One of the IC's, CS6, was actually a "cow and calf" version with a Fairmont W70 series A 3,000-gal. trailing tank car permanently coupled to the W-66-B cab-sprayer.

According to the manufacturer, the self-propelled W-66 model was not very successful. Its capacity and operation expense could not always compete with the larger spray trains currently used all across the country. As a result, only the three big roads mentioned purchased the weed-sprayer.

Says Mr. Pitts: "I have a special interest in chemical weed-spray equipment used by the railroads and own a significant collection of photos and background information on this subject." ●

OVERSEAS. Photo in our June issue captioned "Is this the world's oldest active steam locomotive?" drew this comment from R. Corley, 490 Albertus Ave., Peterborough, Ont., Canada: "Built in 1885, (not 1854), the 488 was one of a group of 4-4-2T's designed by Adams of the London & South Western. In 1933 the L&SW became part of the Southern Ry. The 488 is now owned by the Bluebell Ry. in Sussex."

A new dual-gage *Talgo* sleeping car has just been put into service between Barcelona and Paris.

An agreement between management of Rhodesian Railways and unions now permits diesel locos to be single-manned.

Brazil's Transportation Ministry says an international train route linking the southern city of Porto Alegre and Buenos Aires, capital of Argentina, will be in operation by the end of 1973.

I was saddened to learn of the death, at 86, of Cecil J. Allen, railwayman, writer, traveler, and a real Christian. For 30 years (1916-'46) we worked for the same railway, the Great Eastern (originally part of the London & North Eastern). When he was 83 I heard him preach a powerful sermon, and afterward lecture for an hour on Swiss railways, with his own color slides.

For his great services, he was given life passes by both British and Swiss railways. On one occasion he traveled from London to Glasgow, arriving at Central Station. His hotel room was booked at Queen Street Station. Rather than cross the overcrowed city, he took a train from Glasgow Central to Edinburgh via Shotts, returning to Glasgow via Falkirk, which finally brought him to Queen Street Station. Distance by rail, 94 miles. Distance between the Glasgow stations, one-quarter mile!—Joseph Fox, London, England. (*Ed. note*: Mr. Allen is the only overseas person included thus far in our series of *Interesting Railfans.*)

Although the French National Railroads increased its fares 5 percent on May 15th, individual or group tickets bought after that date from any European railroad office in North America are unaffected by the change. Also, Eurorailpass fares remain the same at $140 for 21 days, $175 for one month, $215 for two months, $275 for three months; Student-Railpass at $150.

Efforts are being made in England to complete the restoration of the *Flying Scotsman* by mid-July. After a short trial run, she will work on the Torbay Steam Railway, a branch of the Dart Valley line, between Paignton and Kingswear, 6½ miles. No. 4472 will haul trains on Saturdays, Sundays, and Mondays, other days by arrangement, during August and September.

A brakeman on the Peruvian Central, the world's highest standard-gage railway, assisted a 19-year-old woman in giving birth to a boy aboard a passenger train crossing the Andes Mountains, about 15,000 feet above sea level. The birth was not easy. Later, the brakeman said, "I hope I never again get involved in such a problem."

There were 382 murders and 159 women were molested on India's trains the last three years, a railway official

told the nation's Parliament. During the same period highwaymen stopped 327 trains and robbed passengers.

Someone sent us a brief item about a steam locomotive en route from Germany to Holland on June 26, 1913, plunging through an open drawbridge over the Ems River. The engineer saved her from exploding by climbing down the teetering engine, before she fell, and dropping her fire. Who can supply details?

To reach the Chilean army post near Batuca, 20 miles from Santiago, the capital, you ride a one-car train drawn by a horse for one and a half miles.

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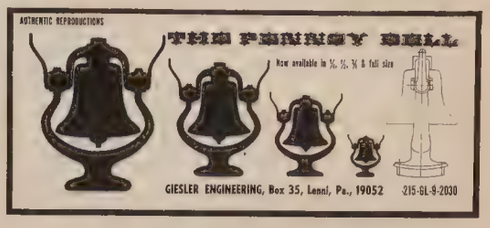

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Kansas Short Lines

Locomotive Roster Compiled by Sy Reich

Railroad Class	Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tract. Effort	Weight	Date	Notes
			Garden City Western Railway						
—	101	330	Whitcomb	50DE58B	B-B	25,000	100,000	1949	1
—	201	600	GM-EMD	SW1	B-B	49,500	198,000	1952	
—	202	600	GM-EMD	SW1	B-B	49,500	198,000	1949	2
			Hutchinson & Northern Railway						
—	1	?	GE	electric	B-B	15,000	60,000	1926	16
—	2	?	?	electric	?	25,000	100,000	?	4
—	3	?	GE	electric	B-B	32,500	130,000	1948	3
—	4	660	Alco-GE	S1	B-B	59,700*	199,000	1945	17
—	5	660	Alco-GE	S1	B-B	59,700*	199,000	1945	17
			Kansas & Missouri Railway & Terminal Co. (owns no locomotives)						
			Kansas City Public Service Freight Operation						
—	1	500	Plymouth	65-ton	B-B	32,500	130,000	1936	6
—	2	300	GE	45-ton	B-B	22,500	90,000	1941	5
—	3	300	GE	45-ton	B-B	22,500	90,000	1943	19
—	1120	900	Alco	HH 900	B-B	59,825*	239,300	1937	18
			Kansas City Terminal Railway						
40	40	660	Alco-GE	S1	B-B	69,000*	230,000	1940	13
40	41-43	660	Alco-GE	S1	B-B	69,000*	230,000	1941	13
40	44	660	Alco-GE	S1	B-B	69,000	230,000	1941	13
50	50	900	Alco	HH 900	B-B	61,000	248,000	1938	14
50	51	1000	Alco-GE	S2	B-B	63,200	252,900	1940	13
50	52	1000	Alco-GE	S2	B-B	58,200*	194,000	1940	20
50	53-57	1000	Alco-GE	S2	B-B	59,400*	198,000	1945	13,14,20
50	58-59	1000	Alco-GE	S2	B-B	59,400*	198,000	1938	20
60	60-61	900	GM-EMC	NW	B-B	69,000*	230,000	1949	14,21
70	70-79	1200	GM-EMD	SW1200	B-B	69,000*	230,000	1964	
			Kansas, Oklahoma & Gulf Railway						
—	97-100	1500	GM-EMD	GP7	B-B	61,260	245,030	1952	7
—	101-102	1500	GM-EMD	GP7	B-B	61,260	245,030	1952	7
—	103-105	1500	GM-EMD	GP7	B-B	61,260	245,030	1952-3	7
—	570-571	1800	GM-EMD	GP18	B-B	65,825	263,300	1964	8
—	844-845	1500	GM-EMD	F7A	B-B	57,760	231,025	1949	9
—	846B-847B	1500	GM-EMD	F7B	B-B	57,245	228,980	1949	10
—	1027	1000	GM-EMD	NW2	B-B	61,140	244,560	1949	11
			Leavenworth Depot & Railroad (owns no locomotives)						
			Midland Valley Railroad						
—	106-109	1500	GM-EMD	GP7	B-B	61,490	245,950	1953	12
			Wichita Union Terminal Railway (owns no locomotives)						

Roster is based on data from CCW traffic manager; VC vice pres. and gen. manager, and KCT master mechanic. It is accurate as of the fourth quarter, 1972. For the purpose of our rosters, a short line is defined as a common carrier listed in the Official Guide, the Pocket List of Railroad Officials, or both, with a route length less than 400 miles. Locomotive builders: GM-EMD, General Motors-Electro Motive Div.; GE, General Electric Co.; Alco-GE, American Locomotive Co.-General Electric Co.; Alco, American Locomotive Co.; GM-EMC, General Motors, Electric Motive Corp. Tractive effort is given at 25 percent adhesion except where followed by an asterisk, and in pounds; weight in pounds.

(1) GCW 101 was sold to Ventura County Ry., renumbered 3 (5/62).

(2) GCW 202 was originally Chicago Short Line 201, then GCW 202 (5/62).

(3) H&N 3 was originally Kansas City Public Service Co. 2, then H&N 3 (3/59), then Iowa Terminal ?.

(4) H&N 2 was purchased from St. Louis Public Service Co. (1928); scrapped (1962).

(5) KCPSFO 2 was originally Benicia Arsenal ?, then U.S. Army ?, then Columbia Steel & Shafting Co. ?, then KCPSFO 2 (8/60).

(6) KCPSFO 1 was originally Joplin-Pittsburg 2003; then Fort Dodge, Des Moines & Southern 501; then Sonken-Galanka (where it was not used) (12/56); then Kansas City & Westport Belt (KCPSFO) 1 (7/57). Donated to Museum of Transport.

(7) KO&G 97-105 were originally KO&G 801-809, then KO&G 97-105, then Texas & Pacific 97-105 (4/1/70).

(8) KO&G 753-754 were rebuilt to GP18's, renumbered KO&G 700-701; then renumbered KO&G 570-571; then T&P 570-571 (4/1/70). 753-754 were F7A's.

(9) KO&G 844-845 were originally numbered KO&G 751-752. KO&G 845 was traded to GM-EMD for MP GP35's. KO&G 844 became T&P 844 (4/1/70).

(10) KO&G 846B-847B were originally KO&G 755B-756B, then T&P 755B-756B (4/1/70).

(11) KO&G 1027 was originally KO&G 1001, then KO&G 1027, then T&P 1027 (4/1/70).

(12) MV 106-109 were originally MV 151, 154, 152, 153. MV 152-153 rebuilt to GP9M's in 1958. MV 106-109 renumbered T&P 106-109 (4/1/67).

(13) KCT 40-44, 50-51, 54 sold to Prolerized Steel (8/12/64).

(14) KCT 55, 60 scrapped (3/64). KCT 56 scrapped (8/64).

(15) KCT 61 rebuilt with 800 hp, 56,890 lbs. of tractive effort, and 230,915 lbs. of weight (12/5/52).

(16) H&N 1 sold to Orange Empire Trolley Museum.

(17) H&N 4-5 were originally South Omaha Terminal 1, 4, then H&N 4-5 (12/69).

(18) KCPSFO 1120 was originally Youngstown & Northern 211, then Kansas City Southern 1120 (4/56), then KCPSFO 1120, then scarpped (7/65).

(19) KCPSFO 3 was originally U.S. Army 7497. Sold to the KCPSFO by Columbia Steel & Shafting.

(20) KCT 52-53, 57-59 sold to Relco.

(21) KCT 61 sold to L. G. Everest, Inc., and renumbered 13346.

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PHOTOGRAPHS OF THE MONTH

"THERE ISN'T A TRAIN I WOULDN'T TAKE, NO MATTER WHERE IT IS GOING"

This excerpt from a poem by Edna St. Vincent Millay expresses the thoughts of Lori Lebetter as she watches the *Prairie State* roll through Chicago with Penn Central "E" units (an unusual sight) en route from Milwaukee to St. Louis in '72.

Robert W. Streich, 679 Saginaw Ave., Calumet City, Ill. 60409

About two miles south of Port Henry, N.Y., the 302 and her train pulls along the shore of Lake Champlain on D&H Centennial train, April 29, 1973. High level of lake shows why road has had washout trouble in spring.

J. Sandilands, 4000 Melrose Ave., Montreal, 261, Que., Canada

The *Puffing Bill* of Blonay-Chamby, Switzerland's first tourist railway, takes water at colorful Chamby depot.
Swiss National Tourist Office, The Swiss Center, 608 Fifth Ave., New York, N.Y. 10020

Amtrak northbound *Abe Lincoln* with ex-GM&O 103 and 103A waits at Illinois Central Gulf's Bloomington, Ill., station for an eastbound Peoria & Eastern (PC) freight to clear diamond in mid-May '73. In the yard, the ICG's St. Louis local waits for the varnish to clear the station area. Penn Central GP-38 No. 7927 growls over the crossing and on past the shanty.

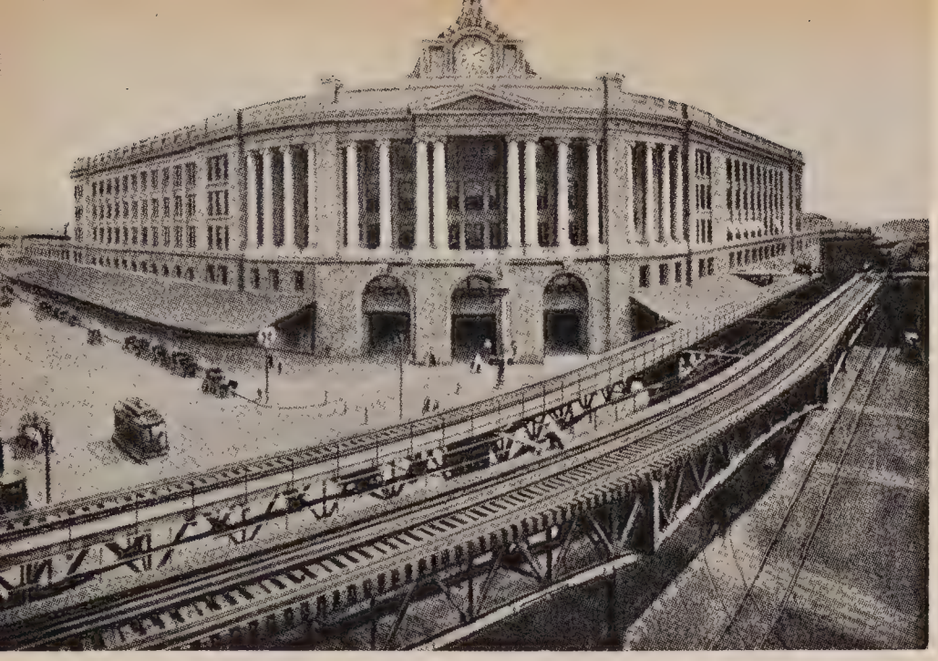
Wayne Bridges, RR 1, Box 282-A, Delavan, Ill. 61734

Paul J. Templeton, P.O. Box 111, Mendon, N.Y. 14506

Lowville & Beaver River unit 1950 approaches rural milepost while crossing Crystal Creek at New Breman en route to Lowville from Croghan, N.Y.

Arie den Dulk, Wieringsestraat 208,
Den Haab 2014, Holland

Judging from the many signs, we suspect this is a grade crossing. Scene is at Homestead, Fla., on the Florida East Coast Ry. in June '72; girl not known.

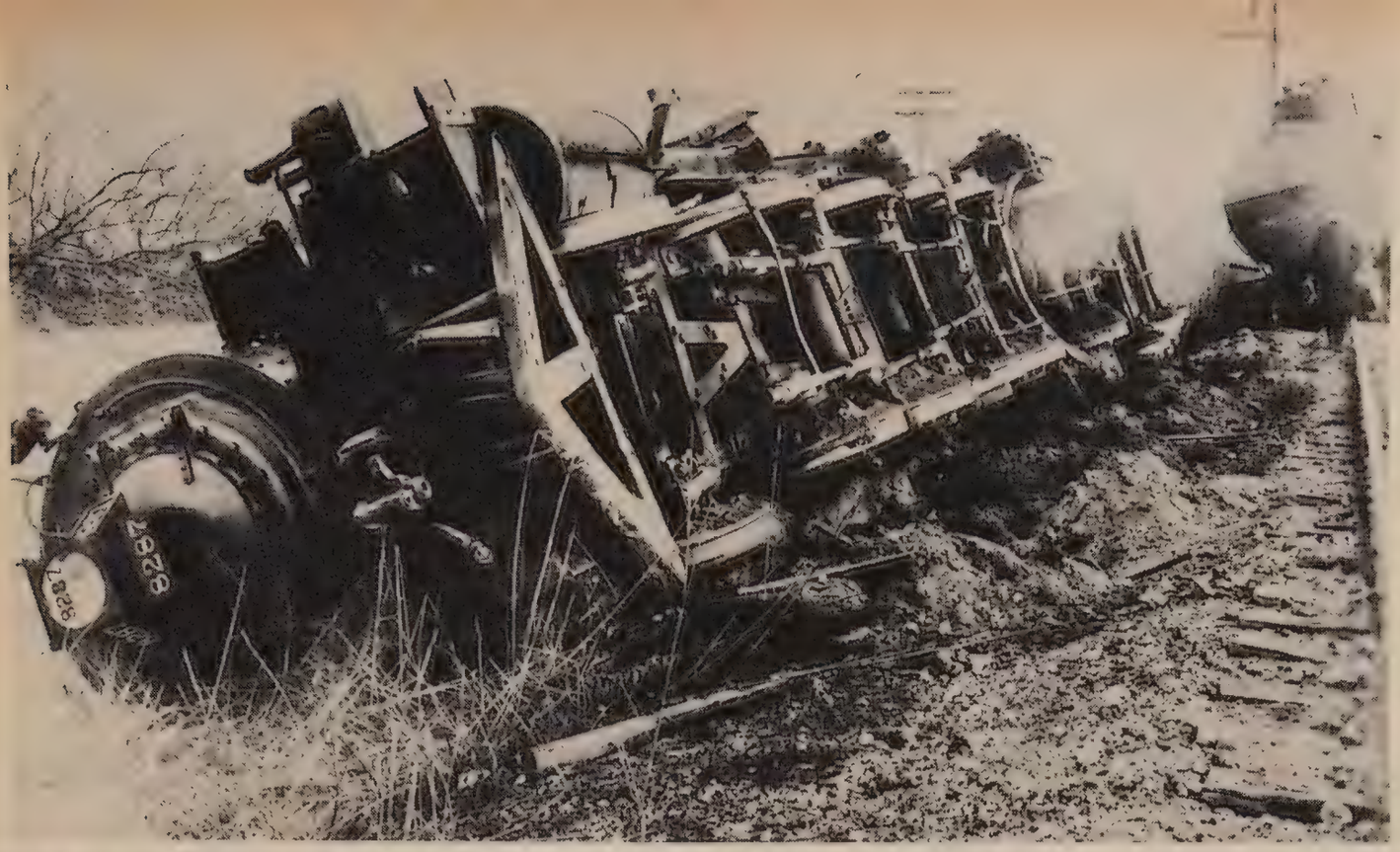


William T. Morgan, AG3 Box 26,
Fleet Weather Fac. FPO New York 09571

Railfanettes Becky Ireland and Mala Vaughn from Ft. Myers, Fla., try to line up settings for right pix of Seaboard Coast Line's R-3's 1146 and 1195 on freight station platform in Plant City in '72.

Boston's South Station, gateway since early 1900's to Cape Cod, southern New England, and points south, is due to be replaced in the near future with a sports arena housing hockey and basketball teams. Top photo shows elevated line that at one time connected with North Station, early trolleys on Dewey Sq., and the carriages that met trains. Lower photo: New York, New Haven and Hartford No. 1068 built by Cooke in '90 at end of old trainshed.
Collection of Charles E. Fisher

General Electrics' 2,500th high-horsepower domestic diesel-electric locomotive, the U30B, rolled off the assembly line on May 3rd at Erie, Pa. It is part of a 10-locomotive order that GE received recently for road freight service on the 5,000-mile system of the St. Louis-San Francisco Ry. The 3,000hp, 127-ton U30B contrasts with the first practical diesel-electric locomotive built in 1924 by GE which weighed only 60 tons with 300 horsepower.



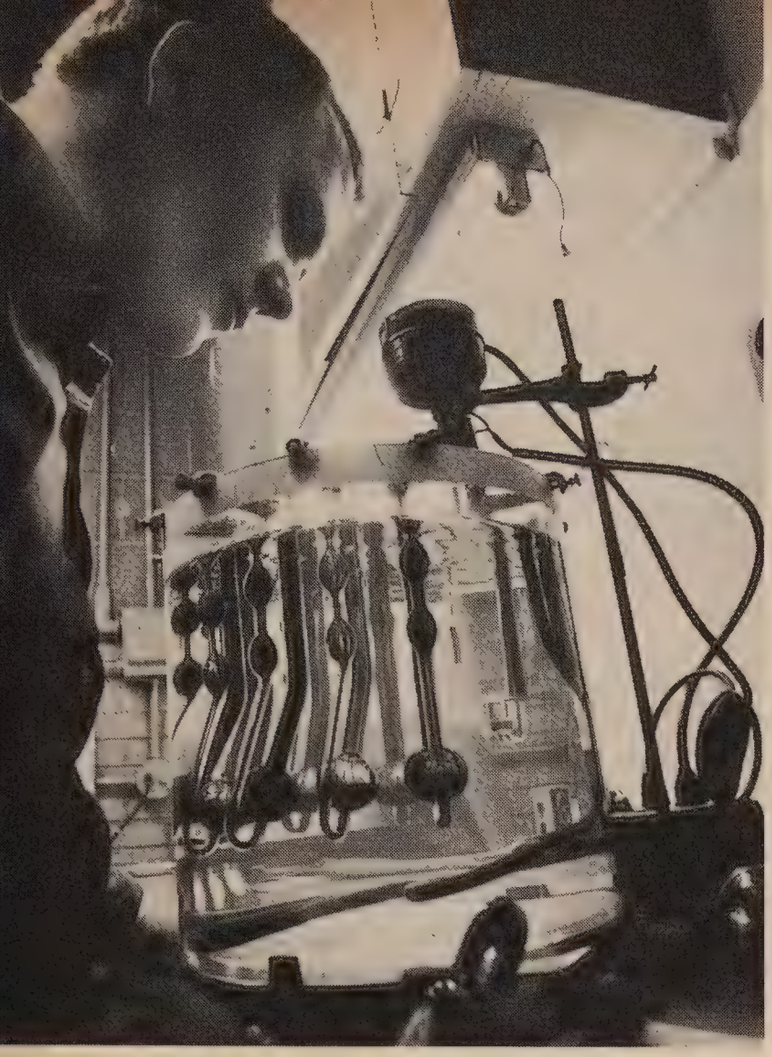
Believe it or not, Milwaukee Road engine 8287 was derailed by a mouse whose frozen body had short-circuited the electric mechanism of a signal on Jan. 17, 1924, near the Chicago & Eastern Illinois crossing at West Clinton, Ind. It was four below zero at the time. It cost the railroad company $2400 and much time to rerail the locomotive and unblock the crossing.

From collection of Maurice Burke, retired Milwaukee Road telegraph operator

Engine 750 finds the going a little rough pulling *Dogwood Special* of Atlanta Chapter of NRHS around the almost 1½% grade onto the wye at Gainesville, Ga.; so Seaboard Coast Line's GP-30 No. 1360 is called on to give a hand on April 15, 1973. Coming off the Southern Ry. mainline and onto Gainesville-Midland (subsidiary of Seaboard) right-of-way was return trip by the train to Atlanta. The fans enjoyed it. Picture was taken with a Miranda 35. Kodak plus-x film, 250th sec. at a f-11.

Thomas P. Cheesborough, P.O. Box 324, Coconut Grove Stn., Florida 33133

Activity bristles on three levels at the central Berkeley BART station on Shattuck Avenue. While patrons board the trains at the platform, crowds above surround the ticket machines, and others take escalators to ground level exit.
Bay Area Rapid Transit District Photograph



HOW WELL DO YOU KNOW RAILROADING? WHAT DO THESE 3 PHOTOS SHOW?
(In case you get stuck, turn to page 59.)

INTERESTING RAILFANS No. 128

CHARLES B. CASTNER, JR.

by FREEMAN HUBBARD

IF YOU want to find out anything about railroads in or around Louisville, Kentucky, past or present, ask "the Professor." That's what they call Charles B. Castner because of his appearance and because of certain habits. What that guy can't tell you on the subject is hardly worth knowing.

Charles would never fit into any list of best-dressed men. Usually he wears a rumpled tweed suit, gray slacks with or without a crease, strollers, and a dark striped tie. His weight and height are average, his hair blond, his eyebrows bushy, and his complexion ruddy. His clear blue eyes peer through horn-rimmed glasses in a steady, earnest gaze. He doesn't seem to be looking *at* you but *through* you to something beyond. You wonder whether or not he is human. But when he begins talking with animated gestures, you breathe a sigh of relief. He *is* human.

No. 128 was born in Louisville on August 3, 1928, a year before the big Depression. Besides being in the business of making parts for cabinets and furniture, his father was a railfan of sorts. "From him," says Charlie, "I inherited a love of trains."

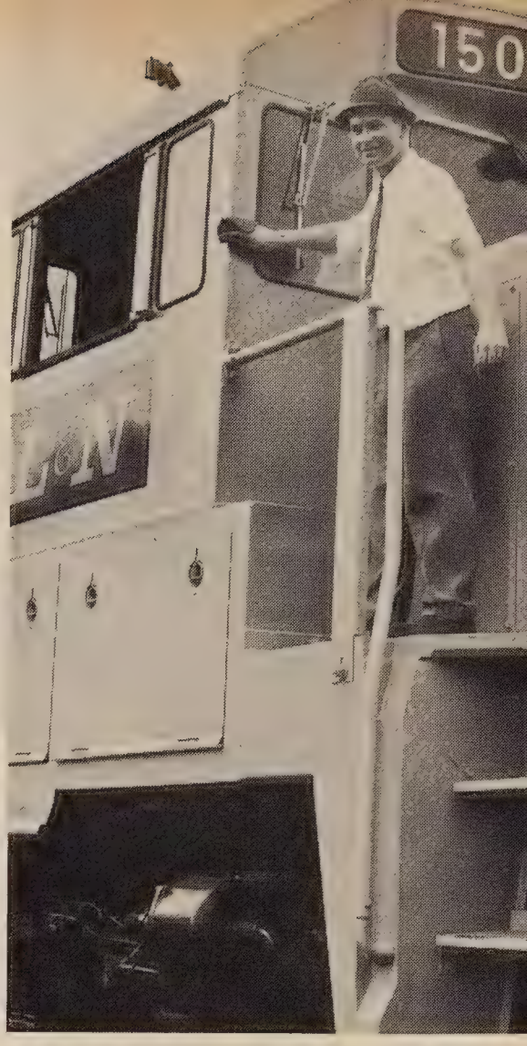
The lad grew up only two blocks from Louisville & Nashville tracks, in a three-story stone house owned by grandparents. Not far from there was a wye on which 35 or 40 passenger trains were turned every weekday before backing the two or three miles to Union Station. Flagship of the fleet was the All-Pullman *Pan-American* with a brass-railed observation car. Wide-eyed, the kid watched them. Because his father traveled by rail over much of the Midwest on sales assignments, Charlie began to acquire, very early in life, railroadiana such as timetables, tickets, Pullman stubs, calendars, and the like. His mother framed the biggest and most colorful of the calendars and hung them on his bedroom walls.

The senior Charlie worked on the city's industrial southside, hard by the L&N main line and between the South Louisville and Strawberry yards. Five tracks—four of them running iron—pulsed all day long with the passage of "varnish" runs, freights, locals, and interchange cuts, while light engines with evanescent smoke plumes kept drifting to and from the South Louisville roundhouse. Even during the long Depression years, those rails were hot. On Saturdays the growing little boy often accompanied Dad to his office, not to work there but to gaze at trains.

The fifth track served industrial plants. 'Long about mid-morning, a begrimed old B-class six-wheel switcher would clank and wheeze down the industry lead with empties to be loaded, thus starting the day's fun for our train-watcher. Her regular crew included—would you believe it?—a hogger named Tom Swift, a big, red-faced hulk of a man who befriended the ten-year-old kid and treated him to countless cab rides on the 624, 738, or 805. Charlie Castner was riding cabs while thousands of other boys contented themselves with curling up in chairs or on porch steps reading books like *Tom Swift and His Electric Locomotive*, the works of Horatio Alger and Frank Merriwell, and *Tom Brown's School Days.*

Charlie Sr. made sure that his son would visit one of Louisville's two major depots, Union or Central, to view such "rail notables" as the pioneer Union Pacific streamliner, the Illinois Central's *Green Diamond,* and the Rexall special on tour or displayed there. And when the first streamliner to be seen in the city, the Chicago-Florida *South Wind,* debuted on a raw, blustery December 19th in 1940, a note from home relieved Charlie, then aged 12, of afternon classes at Barrett Junior High so he could be on the Union Station platform, 3:10 sharp. At that time the Pennsy's 2665, a streamlined K4, brought the *South Wind* in from Chicago. Quickly uncoupled, she was replaced by L&N's 295, a big Pacific with a gleaming shroud of silver, black, and red, which wheeled the Tuscan-red cars on to Nashville.

Relatively few good train books for juveniles were available in the 1930's. The first one Charlie remembers was Roger Reynolds' *Famous American Trains*, which came out in 1934. However, he began buying *Railroad Magazine* from news-stands and drugstores at the ripe old age of eight or nine and, of course, has been reading it ever since. Meanwhile, L&N engineer Tom Swift and a fireman gave him old issues of the *Locomotive Engineer's Journal,* which had plenty of train and engine photos. In 1938, when Charlie got scarlet fever, the doctor ordered that all his magazines and most of his books be destroyed lest they spread fever germs;



Our hero wipes down brand new L&N GE U-25C diesel that had just arrived at South Louisville shops for picture he wanted for house organ in June, 1965.
Photo by D.E. Mac Gregor

but the ten-year-old patient persuaded his sister to hide some of them for him.

Thus Ida T. saved the coveted rail literature, with no contagious effects. She says transportation of one kind or another interested Charlie even as a baby.

"Our father recorded my fourth birthday on a movie film," she recalls. "It shows Charlie trying to seize my new large doll-buggy. Tears and stamping of feet followed the tug-of-war. Another event, which embarrassed me very much, occurred at the baptism of our younger brother, Henry, one Sunday morning in a crowded church. Despite the solemnity of the occasion, Charlie escaped from his keeper and ambled down the aisle to the baptismal font clutching a big tin locomotive in his hands!

"Then came a time when, as a teenager, he drove with another rail buff all the way to Cincinnati to see some unusual train which did not pass through Louisville. The fact that he'd go so far in the middle of the night just to see a train really slayed us. But that wasn't all. Early morning we got a call saying he had wrecked the family car by driving too fast through an unexpected gravel patch! Being married

In rustic setting, found only on branch lines, crew of No. 35, L&N's Bardstown branch local, unload lcl freight at white frame depot at Springfield, Ky., end of branch, in July '62. Crew will have lunch and then return to Louisville.
Photo by Charles B. Castner, Jr.

now to an airplane nut (B.L. Palmer-Ball), I am not surprised when my husband jumps up from the dinner table to look at a plane; but Charlie is the only person I know who interrupts a meal by going outside merely to *listen* to a train more than a mile away!"

At school our hero met other boys who shared his hobby; fellows like Dick Fowler, who later joined the L&N's commerce department in Louisville; Jack Fravert, whose fine photography has appeared in *Railroad*, and W. Terrell Dickey, who has since done much art work for "The Old Reliable," including an *L&N Magazine* cover showing a 2-8-4, class M-1, which *Trains* reproduced last year.

Meanwhile in 1939, prodded by a *Railroad Magazine* editorial asking why there were no rail buff organizations in the South, despite the area's richness in rail lore, a small group calling itself the Louisville Railfans Club came into being. It's members included Charlie, of course, and a few of his schoolmates. Also doctors, lawyers, teachers, a medical student, and even a Greyhound bus driver! They met monthly in the Union Station baggage room, later moving to the Central Station tower.

Charlie says: "One member was a scrawny, freckled-face kid with sandy red hair, the son of Dr. Kingsley J. Morgan, newly-installed minister of the Crescent Hill Presbyterian Church. We soon decided that the preacher's kid, David P. Morgan, knew more than the rest of us about such subjects as the Walschaert valve gear and how many 2-8-2's and 2-10-0's the Pennsy owned (actually, over 500 of each type) and the fact that some New York Central locomotive axles were hollow (you could see daylight through them)."

To prove his last-named point, Dave buzzed the Big Four roundhouse downtown on Derby Day of 1941. (It took all the courage of other youngsters simply to call union Station to find out if the *Pan American* was on time.) And thus he verified the presence of NYC 5377 on a Kentucky Derby special and got permission for his pals to go down and look her over if they didn't stay too long. Later, Dave Morgan acquired additional status when *Railroad Magazine* published a couple of his articles, and still more by eventually becoming editor of *Trains*, which he still is, besides being one of our *Interesting Railfans*.

"My acquaintance with Charlie Castner dates back to the days we attended public school together," Dave recalls. "We saw eye to eye on locomotive esthetics, arguing on behalf of the L&N because it was our home-town road, but secretly thinking that the Southern was the Big Rock Candy Mountain of railroads, and we knew that life began and ended in Union Station.

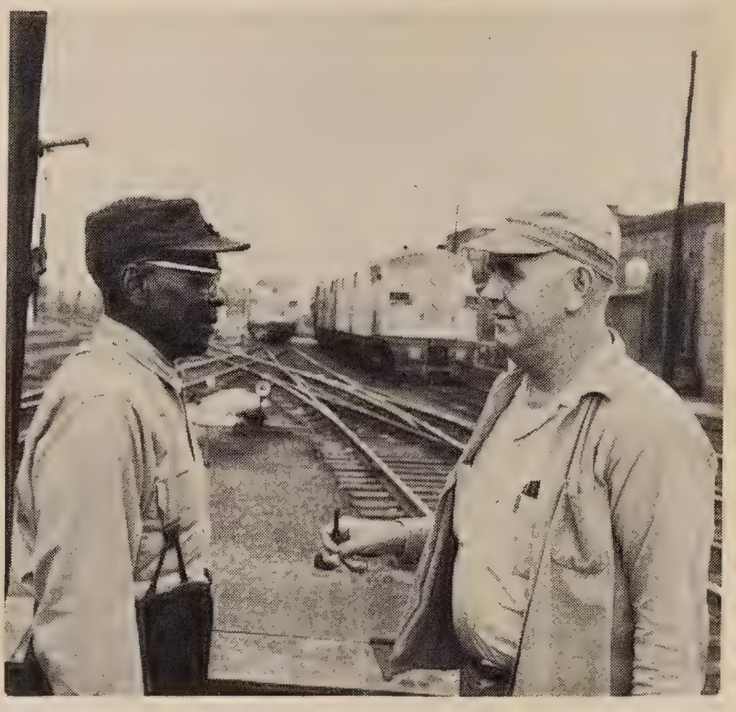
"Charlie is several different people, which is intriguing. He's a jazz pianist, a frustrated artist, a would-be poet, a knowledgeable public relations man, just about the best friend a railroad historian ever had, and one of only two authors ever to write an issue-length article for *Trains*. He's also a painstaking researchist and has acquitted himself nobly in fields ranging from selling new and used pianos and electronic organs to helping produce radio and TV shows."

"When I first met Charlie," writes George H. Yater, managing editor of the *Louisville Magazine*, "he was about twelve years old, palled around with Dave Morgan, wore knickers and glasses, and was serious even then, intent on learning all he could about railroads. Many boys around that age aren't able to channel their energy into

Photograph by Charles B. Castner, Sr.
Charlie, age 10, in cab of L&N 0-6-0 yard goat at plant where his father worked. Hogger Tom Swift stands in gangway with quizzical expression.

Another E.J. Quinby at the keyboard? Charlie entertains friends at college alumni reunion by playing on calliope of Louisville riverboat on a warm night in August, 1971.
Collection of Charles B. Castner, Jr.

Photo by Charles B. Castner, Jr.
"On time again," says engineer E.A. Little (right) to his fireman, Watkin Brown, at Montgomery, Ala., Union Station after bringing the *Humming Bird* in from Mobile.



one subject or keep interested in it very long, but Charlie was."

In 1941 Charlie was the Louisville Railfans Club's youngest member (age 13) and that year he took part in a quiz at a club meeting. Of all those present, he alone gave the right answer (32,400 pounds) to a query about the tractive effort of the Chesapeake & Ohio's class F-15 Pacifics, then the "standard" power used into Louisville. Little did the others know that earlier in the day Charlie and a chum had watched the inbound *Fast Flying Virginian* stop at Crescent Hill and, as was their custom, had chanted together the tractive force, class, and other data painted on its engine cab.

The club turned his attention to scale modeling, railroad photography, and fan trips. Charlie can even remember when the railroads in this country ran passenger trains and were proud of them. Especially during the steam era. Those days now seem like ancient history. Among the club's excursions was an all-day tour of the city's streetcar system aboard a chartered trolley.

"Our excursion to Bloomfield, Kentucky, thrilled me most of all," he tells us, "on the L&N's twice-weekly mixed, pulled by a ten-wheeler. We stayed discreetly in the combine until the train swung onto the Shelbyville branch. Then, in pairs, we took turns alternately riding in the 4-6-0's cab or the sagging, old, wooden-bodied caboose."

Charlie mingled with railcamera experts, modelers, and writers. Among them, besides Dave Morgan and George Yater, were Bill Clark and E. G. Baker, whose photography has often appeared in *Railroad Magazine;* Dr. Howard Blackburn, one of the founders of the Indiana Museum of Transportation and Communications; and Elmer G. Sulzer, an authority on abandoned railroads of Kentucky and Indiana.

The nucleus of this group eventually formed the Louisville Chapter, NRHS, of which Charlie is currently veep (he contributes a monthly column on rail topics to its newsletter) as well as the Kentucky Railway Museum, for which he edited a monthly newsletter in the 1960's. This museum, according to its president, David F. Tagliarino, "does not make a move without his advice."

Our subject earned a B.A. degree from Washington and Lee University, where he majored in English. During his college days, according to a classmate, H. Stafford "Stu" Bryant, now a journalist living in New York City, Charlie was a ladies' man. His yen for trains figured in forays that the two boys made together to take out good-looking students at Sweet Briar, a girls' college in central Virginia.

"In those days," Stu reminisces, "the Washington & Lee fellows played a game of trying to park their cars and necking with new girls as soon as possible after meeting them, with a minimum of formal dates intervening. Charlie's strategy was pure genius. At about 10:20 each night the *Crescent*, the Southern's showcase passenger flyer, roared through Sweet Briar station, which consisted of a grade crossing plus an isolated, unmanned wooden depot about a mile from the campus. That gleaming train was a fairly glamorous event in the rural area. The howling, clattering, stainless-steel, rail monster, wheeled by EMD E-8 diesels, smashed through amid the bells and red lights of crossing signals. Charlie would tell his date beforehand that he couldn't bear to miss seeing the *Crescent* and that she, too, would enjoy it. So the sweet young thing agreed to go up to the lonely station with him and park there until the limited showed up."

In about 1939, when his father gave him an old size 616 Kodak folding pack camera, Charlie first took rail photo-making seriously on an auto trip through West Virginia, Indiana, and Illinois. He learned, for example, that you need a sharp eye, a quick finger, and plenty of room to shoot the eastbound *Liberty Limited* scorching an Indiana crossing if you want to get more than a blurred Keystone K-4 smokebox. Within a few years he also had an Argus 35mm (predecessor of later C3's and C4's) and, as he states with some exaggeration, "was banging away at everything that moved on rails."

During World War II the local fan club disbanded, many members being drafted into the armed forces, while security was tightened around railroad stations, yards, and roundhouses; and for two years our subject attended a college prep and military training school in Tennessee.

"As a regular contributor of photos and articles to the *L&N Magazine* for the past dozen years," railfan No. 128 tells us, "I've covered virtually every phase of railroading—including the most vital factor of all, personalities, from top management cross the entire spectrum of rail employes to the 'extra board' third-trick man on a yard job. Countless assignments, first with Norm Beasley or Bill Tayse and later alone,

sent me to every L&N division for interviews and photography.

"The shot I'm proudest of shows that Civil War engine, *The General*, on a trip down the IC from Louisville to Fort Knox, Kentucky, for Armed Force Day. A run-by photo stop was made on a trestle. As a bright afternoon sun beamed down from the west, the press and TV men unloaded on the sunny side and set up their equipment for the *General's* return. But I didn't. Having seen that same trestle on fantrips, I knew that the east, or shady, side, while darkening the engine and coach, offered a much better vantage point, especially as you could shoot upward, catching both the train and curve of the bridge.

"And so as the *General*, with billowing smoke, charged across the trestle, the press boys got their shots and I got my *one*, which was subsequently used in the *L&N Magazine*. Later I had a call from Billy Davis, chief of photography on the *Courier-Journal*, Louisville's morning daily, asking if he could borrow my negative. 'Sure,' I said, 'but what for?' It turned out that he thought I had made a truly first-rate shot, which he wanted to enlarge to a 16x24 print, get framed, and display in the Courier Building. Man, was I flattered!"

Ed Thomas, manager of the L&N news bureau and one of our *Interesting Railfans*, points out that Charlie Castner has the rather enviable job of working for the industry he dearly loves.

"Some think he is a trifle peculiar," Ed muses. "For example, come the waning days of summer, Charlie appears in the office wearing muffler, topcoat, and rubbers. When he does, you know autumn isn't far behind. Sometimes in the dead of winter it takes him ten minutes or more to remove all his wraps, which he donned carefully at home to brave the winter chills. Even on mild cloudy days you can bet he'll at least wear galoshes to the office. He took them to Switzerland a few years ago so he could wade in the snow when he rode a Swiss Railways train through the Alps. Once when he, rubbers and all, was vacationing in the British Isles with his wife, Katie, they rode trains during the entire time they were there—one of the most concentrated series of train rides I know of."

Ed pursues his opinion of Charlie as a cautious type, "My colleague is a great one for preventive medicine. Has been known to spray, gargle, and pop aspirin pills into his mouth and apply lotions and potions in great numbers while seated at his desk in the office, taking his prescriptions on a strict schedule, and eating the conventional apple a day each afternoon about 3:30."

He doesn't believe the old song that

The *General* storms up 1% grade and around trestle on IC trackage on Armed Forces Day special from Louisville to Ft. Knox military base on May 18, '62.

Photographs on page by Charles B. Castner, Jr.

Fireman George Hatcher details finer points of Clinchfield's ageless 4-6-0 One-Spot to admirer at Huntingdon, Tenn., on special run in November, 1972.

Walking on the rail violates a railroad safety rule, but pretty Katie Heathcock and Charlie Castner weren't thinking of rules on that beautiful day in 1956, just before they boarded a train at Louisville Central Station for their pre-wedding party. The locomotive is Baltimore & Ohio 4-6-2 No. 5206.
Photograph by Louisville-Courier Journal

says, "The yellow rose of Texas beats the gals of Tennessee." His wife is the former Katherine Louise Heathcock, with blue-green eyes, born in Union City, Tennessee. They met on a blind date, took to each other from the start, had a church wedding on April 28, 1956, and went to New Orleans for a week's honeymoon, riding the *Panama Limited*. The fact that one of Katie's grandfathers had been a Mobile & Ohio locomotive engineer and her father a local attorney for two railroads helped to atone for the fact that Charlie himself had no railroaders in his family tree except two distant relatives who were L&N brass collars.

They live at 20 Indian Hills Trail, Louisville 40207, with their two some, Beau, age 12, and Fenner, 7, and their daughter, Louisa, 10.

Besides caring for the kids and her punctilious husband, Katie uses tools to keep their home in good repair. She shares his love of good music, plays the guitar, and both sing in the church choir. She also enjoys crossword puzzles, murder mysteries, and religious and charitable work. One evening the two of them won a bottle of champagne as the most original couple in a fancy-dress contest at a country club.

Charlie has held offices in the local NRHS chapter and the Kentucky Railway Museum; also in non-rail organizations, including his church, the Second Presbyterian of Louisville, where he served several terms as deacon and elder, besides editing a four-page church paper for five years. In addition to railroads and photography, he goes in for sketching, painting, and music. He plays the piano in jazz combos, dance bands, and amateur theatricals, and he has a rich bass singing voice.

"On the L&N's 100th anniversary run from Louisville to Nashville in 1959," writes Dr. Howard D. Blackburn of Noblesville, Indiana, "Charlie installed a piano in one of the baggage cars—quite a novelty. On the return trip he sat at the piano. Two other musicians had a saxophone and a trombone, respectively and the three men played most of the way home. Our steam engine had run out of coal on the down trip, so we did not get back to Louisville until four a.m., in early sunrise; but lively music helped us to while away the time."

The Rev. F. Harry Daniel, one of the ministers at the Castners' church, reports: "Charlie is an indefatigable worker. I would never have made it through my first year at the church without his help. He taught our Sunday School classes, led the singing in them, wrote articles for our weekly publication, and recently became superintendent of our Sunday school."

The man he admires most is the late Winston Churchill. Charlie was almost twelve on June 4, 1940, when Churchill made that memorable broadcast after the British retreat from Dunkirk: "We shall fight them on the beaches, we shall fight them on the landing grounds, we shall fight them in the fields and in the streets . . ." At that point in his speech the Prime Minister put a hand over the microphone and said in an aside to the Archbishop of Canterbury who stood nearby, grinning as he spoke: "And we will hit them over the heads with beer bottles, which is about all we have really got."

Among the other men who have greatly impressed Charlie are famous locomotive builders and Pope John XXIII, John F. Kennedy, Will Durant, Arnold Toynbee, and Dietrich Bonhoffer, a German theologian martyred by Hitler in 1944. His reading matter consists mostly of rail publications, novels of the 1940's, *The Wall Street Journal*, *Time*, and *The National Geographic*. His collection of railroadiana includes books, photos, slides, a few movies, an HO gage layout, trainsheets, builders' plates, lanterns, and so on, most of which he keeps in a den in his basement; and on his walls he still has the old railroad calendars his mother framed long ago.

Castner articles galore have been bylined in the *L&N Magazine*, plus some in *Railroad Magazine*, the Louisville *Courier-Journal*, *Trains*, and the *NRHS Bulletin*. His rail interests cover a wide

repertoire, especially historical material, passenger service, steam, electric, and dieselized roads everywhere, and the interurban and streetcar lines of his native state.

"Charlie's ability to research thoroughly is well known," says Ed Thomas, "and his knowledge of the steam era and coalburners is simply fantastic. When he does a feature for a magazine, the editor can rest assured it has been researched and authenticated as completely as an FBI investigation."

We believe that. In gathering material for the article you are now reading, we sent Charlie a questionnaire, as we do to all other candidates for *Railroad Magazine*'s "Hall of Fame," and Charlie's replies were more detailed and more lengthy than any of those we received from the quizes mailed to the preceding 127 *Interesting Railfans*.

Charlie has the proclivties of a packrat. Ed Thomas tells us that the cubicle in the L&N general office building where he works is stacked high with material saved during the twelve years he has been there. According to Ed, his home also comes in for storage problems, which may account for the fact that he has moved twice to bigger houses since he hired out to the L&N.

No. 128 enjoys most sports. In season he swims, plays basketball and football with his children, and rides a bicycle. For all-round physical fitness, Charlie walks to an extent that is fast becoming rare in this automobile era. He goes in for a balanced diet, shunning candy, cake, soft drinks, and other sugar-sweetened foods, as well as fats. Like most railroad buffs, he does not smoke.

What's wrong with this photograph? The two main subjects are poorly posed. T. Fenner Heathcock (center), father of Katie Castner, is receiving a watch from Phillip N. Lanier, a Louisville & Nashville vice president, for his 50 years of continuous legal service to NC&StL-L&N; but neither of the two men are looking at the watch or each other. Katie is only one showing interest.

First down and goal to go on front yard for pigskin-carrying Beau, Charlie's oldest son. Younger brother Fenner, and sister, Louisa, on defense, in 1971.
Photograph by Charles B. Castner, Jr.

Says Charlie: "I am a perfectionist, which is both good and bad. It's good in that I may push on beyond where the other guy has stopped or sluffed off, but bad because I give too much attention to trivia and details." As Thoreau wrote, "We fritter our lives away in details." Charlie feels that people can be enslaved by too much gadgetry, too many labor-saving devices and gimmicks, and too much leisure.

"Part of my L&N job," he continues," has been to arrange and, where possible, accompany tours and special groups through the road's facilities. I find these junkets refreshing, especially when school groups ask challenging questions. I also lecture from slides and I help to preserve L&N artifacts and organize them into some semblance of archives.

"Ed Thomas, who shares a kindred interest in the Old Reliable's history, assists in this work, but we still have a long way to go. It is thrilling to stumble across rare photos and documents. Imagine our surprise and excitement in finding one day a proposed sketch for a pulverized-coal-burning steam turbine designed by C. M. Darden, the now retired chief mechanical officer of the Nashville, Chattanooga & St. Louis."

Charlie's secret ambition is to write a book, preferably a railroad novel, "reflecting the life and times of my generation," or compose a great piece of music. His chief satisfaction is being able to help other people, including writers of railroad books and magazine articles. ●

A trio of railfans walk out to greet No. 141-R-1207 on table at Montargis on mainline from Paris to Clermont-Ferrand.

HE BOUGHT A LOCOMOTIVE

Photographs by Madeleine de Sinety

WHEN Siegfried Josephson, the Mike Eagelson of France, decided to buy an engine, he chose a North-American-built Mikado, No. 141-R-1207, then sidetracked at the big Nevers engine terminal after running over 900,000 miles since 1945. She was in fine shape, with boiler tested in 1968, good for another ten years at least. Josephson stored her in the old roundhouse at Montargis, 70 miles southeast of Paris, bringing her there in steam at the head of a freight train.

Montargis is the home town of Serge Vitry, the French engineer already known to *Railroad Magazine* readers, and the inevitable happened: Josephson met Vitry, who tipped off photographer Madeleine de Sinety, 5 Boulevard Edgar Quinet, Paris 14e, France. One spring Sunday they all met at Montargis roundhouse, petite Madeleine with her camera As a diesel yard goat hauled No. 141-R-207 out onto the turntable, with Vitry and his family watching, the girl began taking pictures, a few of which are shown here. (Railfan author Dan Behrman, 4 Rue Joseph Bara, Paris 6e, France wrote our captions.)

Serge, too, dirtied his hands on his Sunday off, and now cleans up. Some day he may be back in cab.

Two young hostlers pose in cab of Mike before they put her to bed with their diesel switcher.

Last rays of sun catch 141-R-1207 back in roundhouse, as she dreams of the 900,000 miles behind her. Josephson plans to raise steam shortly and let Madeleine know.

Shop talk. Vitry demonstrates to Josephson how, in the good old days, shop mechanics had to drop a bolt on a string to repair inaccessible firebox stays. At right, Dominique, Serge's oldest son and family's big railfan.

SWITCH SHANTY TALK

by Haywire Mac

IT WAS MIDWINTER. A gale howling down from the Northwest had dropped the quicksilver in the tube outside the yard office to somewhere near zero. Falling snow stippled the landscape. The blizzard that gripped the Idaho Division of the Oregon Short Line swirled as far south as Brigham City on the Utah end. Also stormbound was the western stretch of the old San Pedro, Los Angeles & Salt Lake.

Instead of bemoaning their plight, however, the train-yard crew at Salt Lake City rejoiced. Much snow meant less work—for them. Or so they thought.

You can file this yarn under fact or fiction. I got it straight from one of the characters involved, a young switchman we called "the Kid." His father was a professional strong man billed as Hercules, who toured the country with the Al G. Barnes Circus each summer and played the Keith vaudeville circuit in winter.

The Kid was easy-going. I remember him as a husky fellow with shoulders like watermelons, a mop of straw-colored hair, and the whitest teeth I've ever seen. Those ivories would flash in a slow friendly smile while he was talking. We sat in the switch shanty, both of us, munching Swiss on rye and apple pie and washing them down with ale. In between bites the Kid told me his story.

The details are still fresh in my mind. It's a funny thing. When you're wrinkled and gray you can't always recall what your wife served you for breakfast yesterday morning, but you have a vivid recollection of listening to a casual acqaintance chew the fat thirty or forty years ago. Why is that? I don't know. Maybe it's because you like to remember what happened in your wild, free youth, when you held the world by the tail. Your brain pulls down the shade over the stodgy routine of later years.

Getting back to our story: Picture a night yard crew, mostly boomers, batting the cars around six p.m. till a bleary-eyed six a.m., minus an hour for lunch. Sometimes the yard goat would bark continuously. If you were a pin-puller, you just about kept one foot in the air all night long and you really earned your fabulous 39 cents an hour. But on rare nights you'd get your chores done early, say before two o'clock, and catch a bit of shut-eye.

The engine foreman was a chunky bozo known as "Six-Shooter Bill." That wintry night the last of a cut of cars was kicked into the clear and the boys watched 'em roll to a smooth coupling. Bill held his smoky lantern high—the good old spot signal that is widely understood but not embalmed in any book of rules. (*Spot,* by the way, means "a pause in the day's occupation," to quote the poet Longfellow.)

Well, when Six-Shooter gave the lunch highball, the hogger tooted his whistle twice to say, "I get you," and slammed his cab window shut against the icy wind and snow. At the same time the tallowpot began banking his fire, and then tightened the flapping old storm curtains that shielded the gangway. Pretty soon each man of the crew filed into the warm and well-lit shanty, stamping the snow off his brogans and putting out his smoky lantern with an expert jerk.

"Looks like the early end of a night's work," grunted the foreman. "Accordin' to the dispatcher, there's no drags this side of Pokaloo (Pocatello), and the snowplows will be lucky to get the passenger trains through

The San Pedro line also is tied up. It's one helluva night."

The three men peeled off their overshoes and layers of coats and sweaters that had armored them against the freezing wind, while the Kid crammed the glowing pot-bellied stove with coal.

James Finnegan O'Leary was dragging a couple of benches to form a bed. He stopped midway and said: "Hey, Kid, I saw your old man at the Palace this afternoon. He's good. The things he can lift! I wouldn't want to be in his way if he ever got mad."

"I wouldn't either," the Kid replied with a stony face.

"Better call me before the day bunch shows up," O'Leary said. "I'm usin' their clothes for beddin'."

BUT before O'Leary could tuck himself in bed for a few hours of sweet repose, the night yardmaster strode into the shanty.

"Hey, Bill," he bellowed, wiping the icicles off his walrus mustache, "you know them sixteen cars o' sheep you put on the head end o' the Sandy local for tomorrow mornin'?"

"Yeah," yawned the sleepy foreman, "what about 'em?"

"Nuthin', except they've been loaded nearly forty-eight hours. You know what that means. Time's up at two a.m. The sheepherder that's with 'em won't sign a release so we can hold 'em for the local in the mornin'. Them critters hafta be hauled to Sandy and unloaded tonight, snow or no snow—and you guys are elected for the job!"

It took a little time for that last crack to sink in. But as soon as it did, the three musketeers raised a howl of pure anguish.

"For Pete's sake," Six-Shooter said to the ringmaster, "do you mean to tell us that *we've* got to drag them woollies to Sandy and unload 'em in a ragin' blizzard?"

"That's the general idea."

"It'll cost the Short Line a hundred miles at road pay besides our pay as switchmen," protested O'Leary, who knew the Stinger (Trainmen's) agreement forward and backward and thus qualified as a switch-shanty lawyer.

"Yeah," the Kid chimed in. "Why not call a road crew for the job and leave us alone?"

The ringmaster laid down the law. "By the time I gave a road crew a two-hour call and they could get to Sandy with the sheep, we'd be 'way past the time limit and subject to a fine. Now, are you tramps gonna shake the lead outa your pants and get started or will you refuse and be hit with a time check tomorrow?"

Glumly the three switchmen devoured the remaining contents of their nose-bags. With moans and groans they put on their coats, sweaters, overcoats, gloves, and Arctics. Then they re-lit their Tom Moores and stumbled out into the storm to break the bad news to the engine crew.

The hoghead was a floater named Sam Blake who'd been "made" on the Canadian Pacific. Blake knew a lot of French-Canadian cuss words as well as the standard switch-shanty English. His opinions on the morals and ancestry of the night ringmaster and the night-trick dispatcher were so entertaining that all hands actually felt a little better after hearing them.

They backed the switch engine onto the sixteen cars of sheep, which were bleating from hunger and general discomfort, and tested the air. Six-Shooter got a clearance and a running order from the dispatcher's office. The order was a mere formality, as no night trains were running on the twenty-mile Sandy branch at the time.

Then they summoned the shepherd, a black-bearded guy with a cadaverous face, from his post beside the yard-office stove, and the gang set sail. The relief expedition was on its way. Reaching the far end of the lead, far enough from the yard office to be unobserved in the storm, they backed onto the east end of the caboose track and picked up a crummy.

"No sense in ridin' a drawbar twenty miles on a night like this," opined Six-Shooter, and the others nodded agreement.

They had no key to the caboose, but that was a trifling matter. All they had to do was kick open the door, light the markers, coal up the stove and make themselves at home—which they did. O'Leary asked hopefully if the shepherd had a bottle.

The pastoral gentleman shook his frowsy head.

"I brung a quart back with me when I went uptown for supper," said he, "but I made the mistake of uncorkin' it in the presence of the yardmaster. Him and his clerk and the dispatcher helped me to kill it."

"They would," muttered the Kid.

None of the crew had ever been in Sandy. Arriving there after a run of about forty-five minutes, they hit the tall snowdrifts and waded around in the stormy darkness for about a half-hour or so in a vain effort to find the stock chutes.

"Well," said the foreman at length, "there's a phone in the depot. We'll kick the door in and tell the dispatcher our problem."

HE CRANKED the DS phone bell by hand. Its jangling aroused the dispatcher, apparently from a sound snooze, and his thick voice denied all knowledge of Sandy's topography and railroad facilities.

"I'll put the yardmaster on the phone," he added.

After the Y.M. had been shaken out of slumber, he announced: "There is no stock chute at Sandy. You'll have to clear the house track and unload the woollies on the station platform."

"I could have told you that much," said the dishevelled sheepman, puffing a cheap cigar.

"Then why in hell didn't you?" Six-Shooter demanded.

"I never tell railroad men nothin'. They know it all anyhow."

The crew cut off their 0-6-0 engine to clear the north end of the house track, ran her down to the other end, and backed through. Then they coupled up the air on the six house cars and the drag, after which they pulled ahead and spotted six cars of sheep at the platform.

Half an hour later the disgruntled foreman, Six-Shooter Bill, was again twisting the tail of the antique depot phone.

"What in hell is wrong now?" asked the dispatcher, not too kindly.

"The sheepman opened up the car doors and fixed the runways, but the sheep got more sense than we have. They won't come out in this storm. Whadda we do now?"

A crisp voice cut in: "This is the yardmaster. Those sheep have got to be unloaded by two o'clock sharp!"

Six-Shooter grinned.

"You'd better tell that to the baa-lambs. As fast as the shepherd drags one or two of 'em out of the car they bust right back in again. They don't know how to co-operate."

"You fellows go out there and help the sheepman! Grab the critters by the wool and drag 'em out! Once you get a dozen or so on the station platform, the rest will follow—"

"Wait a minute!" Bill protested. "We hired out on the Oregon Short

Line as switchmen, *not* sheepherders." Wrath filled his soul. "We refuse to drag any mutton around—and neither you nor anyone else can fire a man for standing on his rights."

The ringmaster backed down then. Said he: "The only other move I can think of is to call out the section gang. Will you do that?"

"Where do they live at?"

"Hold the phone while I check up."

Bill held the phone. But by and by he got tired of nursing the receiver. Fully half an hour passed into history before the bell jingled.

"It's no use," the yardmaster said in despair. "The section men at Sandy live all over the valley. You'll just have to stick around till they show up at seven o'clock. And don't pester me again! I've done all I could to get the sheep unloaded."

Bill hung up. While all this was going on, the Kid and O'Leary had built a roaring fire in the depot stove. Staying there was a lot easier than walking back to the caboose through the deep snow. The switchmen disposed themselves as cozily as they could and hit the hay, being possessed of the boomers' happy ability to sleep at any time and any place.

But the bearded sheepman did not settle down to slumber. He kept prowling around nervously in and out of the station agent's office. Finally, when the wall clock showed a few minutes after six a.m., he shook the engine foreman awake.

"How'd you like to have a lil' snort this mornin'?" he queried.

Bill favored the idea. So did the Kid and James Finnegan O'Leary. The shepherd led the way across Sandy's one street to a gaunt frame building whose windows glowed with promise, and the three thirsty railroaders tailed close behind.

SNOW had ceased to fall, but a bitter wind blew the icy whiteness into swirls and streamers along the frozen ground. The thermometer must have registered a foot or so below zero. Each man's nose and mouth emitted clouds of frozen breath like the steam from a Mikado climbing a mountain grade with fifty cars. In due time all four bellied up to the bar.

"I live right here in Sandy," the sheepman said affably. "I knew Jake here would open up about six."

He slapped a gleaming ten-dollar gold piece on the bar.

"Jake, these railroad boys have had a tough time tryin' to help me out. Give 'em anything they want."

"Better go easy, pardner," cautioned Jim O'Leary. "You don't know how much switchmen can drink."

"Well, we'll find out," replied the sheepman. "And don't think about the expense. I own them sheep out there and twenty thousand more. Why worry? I spend a dollar like it was an autumn leaf and I had a whole forest. Pretty soon a bunch of my hands will be along to take charge of the woollies. Meanwhile, fill 'er up, boys!"

While the four men were drinking breakfast, the station agent made his way into the gin mill.

By and by the ranch hands showed up in battered Stetsons, high-heeled boots, and old sheepskin-lined coats. Aided by the gandy dancers, they began to unload the sheep. The three switchmen took turns at spotting the cars, while the fireman ran the engine, the hogger having declared himself in on the party at Jake's.

By seven-thirty the sixteen cars had been unloaded, and the station agent phoned the dispatcher for orders. The latter came through with a 31 order and a message. The 31 directed the switch engine to run extra from Sandy to the North Yard in Salt Lake City, meeting en route four extras, the Sandy local, and the branch passenger train at a siding named Hustlers, between Salt Lake and Murray. Those four extras were switch engines which left the North Yard every morning and did the chores around the copper smelters at Murray.

The message read: *"Engine foremen will re-spot house track and bring 16 (sixteen) empty stock cars to North Yards."*

SIX-SHOOTER BILL snorted. "The engine foreman will, will he? That's what *you* think. Tell that mug I'm gonna shove them stock cars in on the passin' track, grab the caboose, and high-tail it for home."

"Have you tramps got a caboose out there?" the dispatcher bellowed. "The crew of the San Pedro line that owns it were called for five o'clock. We've checked the whole damn yard trying to find it. That road crew has been on terminal overtime for two hours now and if we call another crew this bunch will turn in a run-around to boot! Never mind the stock cars. Get that hack in here pronto!"

The yard crew took their 0-6-0 on a quick trip around the wye. Then they picked up the purloined crummy and headed back toward Salt Lake City. They'd probably have reached the North Yard without further ado, and the misdemeanors of the night would have been glossed over, but for one thing. An inspiration sprouted in the brain of hogger Blake.

You must remember that the switchmen in sharing the shepherd's hospitality at Jake's were several drinks ahead of the engineer. They were ready to call it a day and hit the feathers as soon as they could get to Salt Lake City and turn in. But Destiny willed otherwise. The throttle-jerker was three or four slugs short of inebriation and he aimed to do something about it.

Slamming on the emergency brake, he slid the wheels to a stop that almost stood the goat on her nose. By that time they were just about a mile out of Murray. The yard-crew foreman, Six-Shooter Bill, hit the snowy ground to learn the cause of their delay.

Blake unburdened himself thus: "I just happened to think I am paid up in advance at a certain gin mill hereabouts. So if you'll head us in on the spur behind the grain elevator, we can collect a few slugs of red-eye."

"But," protested Bill, "we've got a meet with the branch passenger train, and the local freight, and all—"

"So what? I have made a phenomenal run to date. The dispatcher don't know for sure what time we left Sandy. It won't take us more than ten minutes to gulp those drinks and get under way again."

"In that case," the Kid butted in, "what's the idea of heading in on the grain elevator spur? Why don't we just park on the main line?"

"Because, nitwit, the station agent would walk out on the platform and spot us tying up the main stem. But if we quietly head in here, the big elevator building will hide us, and all he can tell the dispatcher is that we ain't in sight yet."

THIS LOGIC was irrefutable. Once in the bar room, with the goat tucked away snugly out of vision, you would have been surprised to see how rapidly tempus fugited and how little attention the crew paid to its passing. Some forty-five minutes later, however, the station agent at Murray stamped into the alcoholic joint and fixed the miscreants with a fishy eye.

"You men have got the world tied up," he accused. "The dispatcher has been burning the wires. I happened to see engine smoke painting the sky behind the grain elevator, so I investigated. What in hell are you guys gonna do now? I'll just have to tell 'em something."

"Tell 'em we've gone," suggested Bill, hastily draining his glass. "Tell 'em we're practically in Salt Lake right now."

The crew filed out of the tavern and boarded their train. In no time at all they were traveling over snowy rails back to their home base.

At Hustlers siding they found a collection of trains waiting. The traffic included the Sandy local freight and the four Murray switch engines, each with a small drag of cars tied to her tail. The head brakeman on the passenger train had lined the gate for the siding and then crawled back up into the smoker for unexpected rest.

Jim O'Leary glanced at the jam and shrugged his shoulders. "Wonder why those clowns didn't put out a flagman and proceed into Murray?"

The foreman smirked. "For the same reason that we wouldn't have done it if we'd been in their place. Them fellows are just as lazy as we are —and I can't see any of us wadin' snowdrifts for three miles just to get a dispatcher out of a hole."

Engineer Blake slowed just barely enough to take the curve into the passing track without turning over. And he made it. Amid derisive whistle hoots from delayed trains and a chorus of jeers and catcalls from the crews, they traversed the snow-covered passing track and let themselves out onto the main line again.

At the North Yard, the reception committee that greeted them was headed by the general yardmaster in person and included the day conductor, the aggrieved road crew whose caboose they had "borrowed," the day-trick dispatcher, and even the callboy. Also in that goodly number were the day yard-engine crew and half a dozen section hands.

The ringmaster's cheery words of welcome were heard above the rest.

"You're fired," he barked, "the whole drunken bunch! Maybe you've never heard of a little thing called Rule G. Get your time at the super's office! But first put that crummy on the caboose track and turn your engine into the house! You can demand a formal hearing if you want to."

But none of them did. As it turned out, all the culprits except the Kid hit the boomer trail again, through the snow-filled valleys of the West.

Why the Kid stayed with the Oregon Short Line, at least until I met him two years later, is more than I can say. Maybe the ringmaster gave him thirty days without pay and kept him on because he was young and not so much to blame.

But that's not how I heard it. As I stated a while back, his father was Hercules the Strong Man of the Keith vaudeville circuit. The old performer was billed in Salt Lake City around the time of the sheep-car escapade, and he had a reputation for being mean and beating people up. Maybe that had something to do with it. I don't know. You hear a lot of things around a switch shanty. ●

Sub-Zero Temperature in Illinois Central's Chicago Yard, Jan. 27, 1967

Photograph by Richard F. Lind

Pennsy Tl pauses at Huntingdon with Pittsburgh local No. 19. Hunt Tower is an example of typical PRR architecture.
Bert Pennypacker, 4307 Palmetto St., Philadelphia, Pa. 19124

STEAM DAYS

On the Pennsy's Middle Division

by Bert Pennypacker

THE LOUDSPEAKER droned, "Hunt block station," and the dispatcher went on: "Hold Extra 6724 East and put Passenger Extra 6891 ahead of her on track two. 6891 is holding up the parade and besides, he'll be stopping at Denholm for coal."

From the Huntington operator came the reply: "Okay, 6891 on two, Hunt block, 3:55 a.m."

Huntington stood on the Pennsylvania mainline 97 miles west of Harrisburg, the state capital, and 34 miles east of Altoona, where the great Pennsy shops kept working day and night. The man in Hunt Tower turned several small levers in the cabinet which housed the electro-pneumatic switch-and-signal control machine and he heard from outdoors the solid *thud-thud* of switch points clamping the rails tightly.

As Extra 6891's fast-moving headlight bore down on Hunt it lit a tiny electric bulb on the big diagram board. The massive Lima-built 4-8-2, noisily belching white smoke, charged across the switches at 45 miles per hour with set brakeshoes trailing pinwheels of sparks from locomotive wheels and the wheels of 25 green Pullman tourist sleepers that thundered behind her on a troop train. Blood-red rear markers flicked by, the 6891's exhausts roared to life, and almost instantly the train was swallowed up in the eastern sea of darkness.

The dispatcher had ordered this switching move at Hunt so as to clear track 1 for the four scheduled limiteds that had left Altoona at five-minute intervals. First, *The General* from Chicago raced past at 4:12 a.m. in the early pink of sunrise, followed closely by the Indianapolis-Washington section of the *Spirit of St. Louis*. Then came the deluxe all-coach *Jeffersonian* from St. Louis and finally the majestic *Broadway Limited*. These four in a mere 22 minutes!

But even they were not all. While the eastbounders were sweeping by on track 1, the westbound *Iron City Express* and *Pittsburgh Night Express* rolled under Hunt's bay windows on track 4, shaking the tower, rattling its windows, and sending wisps of acrid soft-coal smoke in through the open windows. Of course, all those named limiteds were powered by standard K4s coalburning Pacifics, and two of the eastbounders were doubleheaders.

Every night from 8 p.m. until 5 a.m. while World War II was going on, Hunt

Don Wood, 29 Mt. Haven Drive, Livingston, N.J.

With a thunderous roar of the exhaust belching columns of black smoke, Pennsy M-1 No. 6888 digs in on heavy 90-car ore train in Sept. '56 as she moves out from signal stop guarding approach to Rockville Bridge near end of trip.

57 Daily Trains Stopped at Altoona in 1942

Time	No.	Name	Run Between
12:03 am	21*	Spirit of St. Louis	Washington and Indianapolis
12:55 am	22	Manhattan Limited	Chicago and New York
1:00 am	23	Manhattan Limited	New York and Chicago
1:06 am	16*	Iron City Express	Pittsburgh and New York
1:16 am	50	The Statesman	Pittsburgh and Washington
1:23 am	66	The American	St. Louis and New York
1:30 am	76†	Trail Blazer	Chicago and New York
1:50 am	60*	The Pittsburgher	Pittsburgh and New York
2:03 am	38	Clevelander/Akronite	Cleveland/Akron and N.Y.
2:10 am	9	The Akronite	New York and Akron
2:16 am	39	Clevelander	New York and Cleveland
2:22 am	36	Phila. Night Express	Pittsburgh and Philadelphia
2:25 am	67	The American	New York and St. Louis
2:29 am	70	The Admiral	Chicago and New York
2:36 am	40	Cincinnati Limited	Cincinnati and New York
2:51 am	68	The Red Arrow	Detroit and New York
2:56 am	58	Liberty Limiaed	Chicago and Washington
3:11 am	30*	Spirit of St. Louis	St. Louis and New York
3:30 am	48	The General	Chicago and New York
3:35 am	20*	Spirit of St. Louis	Indianapolis and Washington
3:40 am	64†	The Jeffersonian	St. Louis and New York
3:52 am	28*	Broadway Limited	Chicago and New York
4:39 am	35	Pitts. Night Express	Philadelphia and Pittsburgh
4:48 am	37	Iron City Express	New York and Pittsburgh
5:25 am	78	The Pennsylvanian	Chicago and New York
5:32 am	51	The Statesman	Washington and Pittsburgh
5:40 am	79	The Golden Arrow	New York and Chicago
6:07 am	61*	The Pittsburgher	New York and Pittsburgh
6:20 am	661†	Local	Altoona and Pittsburgh
7:17 am	42†	The Rainbow	Chicago and Philadelphia
10:00 am	2	Pennsylvania Limited	Chicago and New York
10:10 am	510†	Local	Altoona and Williamsport
10:25 am	13†	Southwestern Mail	New York and St. Louis
11:03 am	54	Gotham Limited	Chicago and New York
11:50 am	8†	Local (arrive daily)	Pittsburgh and Altoona
12:17 pm	72	The Juniata	Pittsburgh and New York
12:25 pm	8†	East. Exp. (weekdays)	Pittsburgh and Philadelphia
2:18 pm	25	The Metropolitan	New York and Pittsburgh
2:26 pm	15†	Local	Philadelphia and Pittsburgh
2:42 pm	24†	Day Express	Pittsburgh and Philadelphia
4:40 pm	74	The Duquesne	Pittsburgh and Philadelphia
5:41 pm	75	The Duquesne	New York and Pittsburgh
5:50 pm	19†	Keystone Express	Philadelphia and Pittsburgh
6:50 pm	46	The New Englander	Pittsburgh and Philadelphia
7:14 pm	33	St. Louisan	New York and St. Louis
8:47 pm	18†	Mail	Pittsburgh and Philadelphia
8:58 pm	5	Pennsylvania Limited	New York and Chicago
9:15 pm	511†	Local	Williamsport and Altoona
10:06 pm	71	The Admiral	New York and Chicago
10:25 pm	49*	The General	New York and Chicago
10:33 pm	69	Red Arrow	New York and Detroit
10:43 pm	41	Cincinnati Limited	New York and Cincinnati
11:08 pm	59	Liberty Limited	Washington and Chicago
11:15 pm	77†	Trail Blazer	New York and Chicago
11:29 pm	29*	Broadway Limited	New York and Chicago
11:30 pm	52	New Yorker	Chicago and New York
11:47 pm	31*	Spiria of St. Louis	New York and St. Louis
11:53 pm	65†	The Jeffersonian	New York and St. Louis

Notes: *All-Pullman train, no coaches. †Coaches only, no diner. Trains 8, 18, 24, 42, and 13, 15, 19, were principally local or semi-local mail trains. All-coach trains 64, 65, 76, 77 were deluxe reserved-seat streamliners with dining and observation cars. Trains 510 and 511 were local milk/passenger running via Bald Eagle branch and Lock Haven to Williamsport. All trains ran daily except No. 8, which was weekdays only east of Altoona. All times shown are leaving times, except for No. 8's initial listing which is arrival time.

recorded the passage of forty east-west overnight limiteds with sixty or more K4s engines pulling a total of nearly 600 coaches, diners, and Pullmans. During a 2½-hour period before dawn no fewer than thirteen trains were running at high speed on track 1 of the 131-mile Middle Division between Altoona and Harrisburg!

Pennsy called this traffic its "Blue Ribbon Fleet." To me it suggested "The Greatest Show on Earth." Comparing it with the Ringling Bros. and Barnum & Bailey Circus, the railroad's four main-line tracks with 152-pound rails replaced three performing rings while its Tuscan-red passenger cars substituted for the gaily painted and artistically ornamented wagons of the Big Top. Furthermore, K4s iron horses were used instead of prancing steeds of flesh and blood; sharp exhausts plus moaning whistles matched the blaring brass bands, and soot-covered men with goggles and bandannas rode engine cabs as star performers.

Imagine yourself at the throttle of a 5400-series K4s Pacific as she barks out of Harrisburg with one of the many named limiteds that once ran non-stop

Shown at Altoona in 1888 when the country was younger, Pennsylvania Lines No. 7606 was a fleet passenger locomotive.
Collection of the late Harry H. Schodde

to Altoona. The schedule says you've got 145 minutes to make 131 miles—not too difficult at first glance, but let's take a closer look.

Because of several sharp curves, the first six miles to the west end of the 3830-foot Rockville bridge across the Susquehanna River eats up twelve minutes. Looking further ahead, lop off another ten minutes because of early arrival in Altoona to load water, attach a helper engine and test the air. These deductions leave you only 123 minutes to cover 125 miles, and you've got to do it within the overall division

speed limit of 70, besides slowing to 40 or 50 miles an hour for sharp curves. Obviously, each minute or each pound of steam counts.

If you should get a load of poor coal —"real estate," they call it—or an engine with a boiler steaming badly, or too many cars, all you can do is sit there almost helpless and watch the miles crawl by too slowly, and figure how badly you were losing the bout with time and distance.

Alfred W. Gibbs, the PRR's chief mechanical engineer, a man who knew his business, designed the fat-boilered K4s in 1914. This type superceded the lighter K2 classes, eliminated doubleheading, and could handle eleven cars over the division. Of the 425 locomotives built for system-wide use between 1914 and '28 all but 75 (Nos. 5400-5474) were outshopped at Altoona, the others coming from Baldwin. They remained hand-fired for nearly twenty years, until heavier, air-conditioned, steel cars and an ICC ruling forced the use of mechanical stokers. A K4s could then pull twelve of the heavier cars on schedule between Harrisburg and Altoona; but by that time many of the through limiteds were running longer than a dozen cars, so the management went back to costly doubleheading, a practice that lasted almost to dieselization.

Your K4s left Harrisburg with 22 tons of coal and 13,000 gallons of water in her tender. She'd go through to Pittsburgh and might have to load more coal at Conemaugh, just east of Johnstown, but on the Middle Division would be scooping water at speed from several of the track pan installations at Bailey, Hawstone, Mapleton, and Bellwood. Since the doubleheading K4s engines obviously could not scoop water simultaneously from the same track pan, they alternated, with each loco scooping at every other pan.

While running along the Susquehanna's west shore, the exhausts of your K4s are a constant, deafening roar as you approach Banks Tower, 8.8 miles from Harrisburg, where you pass the post which marks the boundary between the Philadelphia and Middle divisions. Then Duncannon, 14.8 miles, and you enter the scenic, winding valley of the Juniata. You pound the rails over the track pan at Bailey without scooping up a drop of water, because it's only 22 miles from Harrisburg, although your scoop must be lowered at Hawstone, the 55-mile mark near Lewistown.

Passing Mount Union, you can see that the valley ahead squeezed between the rocky cliffs of Juniata Narrows; but there's no time to admire the scenery, for the Mapleton track pans are right there in the Narrows and now a full load of water is all-important. Then you roll through Jack's Narrows and reach milepost 97 at Huntingdon, where the tower operator took the orders which opened this story.

The long sweeping curves continue in what seems like an endless procession. Here the thundering K4s must work even harder to fight her way over increasing grades that have gone above the easy 0.3 percent or less rises that prevail east of Huntingdon. The four tracks diminish briefly to three as you burrow through the inky blackness of Spruce Creek tunnel. At Tyrone, a sweeping left-hand curve between two mountains points the K4s pilot southwestward for the final 15-mile spurt up the Little Juniata valley to Altoona. The only way to go is up, which means 0.5 percent rising to one full percent as the exhausts now seem powerful enough to blow clouds out of the sky. And so you've made a run over the Middle Division, coping with its stringent operating conditions and probably ar-

R.R. Malinoski, 246 Madison Ave., New Milford, N.J.

After leaving Paxinos, doubleheaders 4233 and 4243 are working hard on grade in April '55. Reading line also is seen.

Pennsy depot and trainshed at Altoona taken in '38. Ticket office at right.
Photograph by C.T. Steeb

riving at Altoona on time, as most Pennsy trains usually did.

HISTORICALLY speaking, the 60.6-mile stretch of Middle division track from Harrisburg to Lewistown on September 1, 1849, became the first part of the Pennsylvania Railroad to be built and operated. The biggest single engineering feat of this job was construction of the first bridge across the Susquehanna River at Rockville, a single-track structure with 23 wooden spans, each span being 160 feet long with a total bridge length of 3680 feet. The division's first timetable offered a single passenger train each way daily, making a one-way trip in four hours, while freight trains ran twice a week.

In 1849 Matthias W. Baldwin built the first three "fast passenger locomotives" for this PRR service. Named *Mifflin, Blair*, and *Indiana*, they had 72-inch drivers, weighed 47,000 pounds, and boasted an unusual 4-2-2 wheel arrangement wherein only the last pair of wheels was powered, but weight could be transferred back and forth between drivers and the adjacent pair of carrying wheels.

Operation of the 245-mile route from Harrisburg to Pittsburgh started on November 1, 1855; and by the beginning of 1856 the Philadelphia-Pittsburgh all-rail service began in connection with the Philadelphia & Columbia and the Harrisburg, Portsmouth, Mount Joy & Lancaster railroads. In those days the Pennsy owned 118 locomotives, 119 passenger cars, and 1635 freight cars. Because the Harrisburg-Altoona segment lay between the Philadelphia Division to the east and the Pittsburgh Division to the west, it became known officially as the Middle Division. In 1866, a few months after the Civil War ended, it was double-tracked, although the single-track wooden bridge at Rockville wasn't replaced with a double-track iron truss bridge until 1877, the year of America's first big railroad labor strike.

The ingenuity of Pennsy men caused vast change and exciting times on the Middle Division of the 1870's. Long non-stop runs were desired to speed up schedules on the Philadelphia-Pittsburgh run. Since engine water-stops made better timing much more difficult, a unique system was devised to let moving locomotives scoop up water from shallow track pans simply by lowering a scoop. So in 1875 a special group of standard 4-4-0's, class C, were built at Altoona Shops for this service. Their tenders carried 2400 gallons of water and four tons of coal, plus the newly-designed water scoops underneath.

Several trains were then scheduled between the Quaker City and Pittsburgh with stops only at Harrisburg and Altoona. Keen rivalry sprang up between engine crews who wanted these preferred runs, such as the six-car *Limited Mail* which covered the 132-mile division non-stop at an average speed of nearly 38 miles per hour.

By 1902 the third (and present-day) bridge was completed at Rockville; it had 48 massive stone arches and four tracks which extended all the way to Altoona. And at Denholm, just east of Lewiston, larger engines and heavier freight trains prompted the installation of a big on-line coal wharf that stood on steel girders laterally across all the mainline and yard tracks and was a twin to the one at Thorndale on the Philadelphia Division. Hordes of 2-8-0's, from small H3's to larger H6a's and then H8 and H9 classes, remained the principal freight power until the 1920's, when L1s 2-8-2's took over briefly before the large and highly capable M1 4-8-2 appeared in 1926.

Also in 1902, the 4-4-0's had just about had it in mainline passenger work, because steel cars were replacing wooden ones and the new E2 heavy 4-4-2's were being built in Altoona Shops. These, in turn, were replaced in 1910 by the K2 light 4-6-2, which could handle but six steel Pullmans over the Middle Division on the fastest schedules. Later, the immense E6s 4-4-2 could actually equal a K2's performance on all lines east of Altoona. The first E6, No. 5075 (Altoona, 1910), underwent exhaustive testing. This was done on the Middle Division so she'd be handy to Altoona for alterations.

On February 28, 1911, the 5075 pulled a special three-car train of company officials from Altoona to attend a banquet in Philadelphia. They told the hogger to forget speed limits and put her over the road as fast as he dared. Some runners were pretty reckless in those days. This one made the 131-mile segment from Altoona to Harrisburg in 112 minutes at an overall average speed of 69.6 mph. With but three cars on a generally downhill run, this wasn't really as much of a challenge for the locomotive as it was for the nerves of those foolish riders.

A very interesting test began in July, 1923, on the 45-mile branch running from Lewistown northeastward to Selinsgrove in the Susquehanna valley. The Union Switch & Signal Co. of Swissvale, Pa., had perfected the world's first cab-signal apparatus and the Pennsy wanted to try it out on this lightly-traveled Middle Division branch where heavy fogs often made running hazardous.

The cabs of thirteen D16 4-4-0 and H6 2-8-0 engines were equipped with the crude device, which displayed a red, yellow, or green disk to indicate track conditions ahead. The system works upon the principle of coded electrical impulses sent through the rails. Varying numbers of impulses per minute signify the signal indication to be displayed in the cab. Some oldtime hoggers were not too eager to accept the authority of this little colored disk, especially when a pea soup fog swirled in; but the test was a major success. A much better version, with three rows of position lights, just like the big wayside signals, was installed on PRR main routes later in the 1920's.

ALTOONA, formerly one of the world's greatest steam locomotive citadels, almost defied description. Founded in about 1850, when the westward-building PRR set up a small shop in the wilderness at the foot of the Alleghenies, it was named for a city in northern Germany that later became part of Hamburg. The new Altoona

Pennsy K4 No. 3883 walks out of Harrisburg with train 47, the Washington to Indianapolis section of the *St. Louisan*.
Bert Pennypacker, 4307 Palmetto St., Philadelphia, Pa. 19124

grew to embrace a vast car and locomotive shop complex of 126 buildings having 218 acres of floor space and employing 13,000 workers.

Its dirty red brick passenger station afforded a prime observation post for a constant procession of freight and passenger trains.

In 1942, while a world war was raging, 57 daily passenger trains stopped beneath the broad smoke-blackened trainshed. Westbounders got helper engines there, often pulling out with a train tripleheaded, while the late-night passage of named limiteds provided a gala show.

Altoona residents deplored the shabby look of the aged depot and tried for years to get the Pennsy to tear it down and build a modern edifice, but in vain. The railroad's brass collars were shrewdly aware that a sizeable chunk of the local passenger volume consisted of employes riding on free passes or half-rate tickets. One day, so the story goes, a group of diligent civic leaders discussed the matter with Martin W. Clement, then president of the road, in his Philadelphia office. They were ushered like VIP's into a handsome room and greeted courteously.

Mr. Clement smiled. "Did you enjoy your trip from Altoona and how was our train service?"

"Oh, we had a nice trip, but we didn't take a train," was the reply. "We drove here by auto."

The president stopped smiling. "I am sorry, gentlemen," he said, "but that is exactly the reason why your city will not get a new passenger station."

Even to this day, that same old brick depot stands in Altoona. All that the railroad did about it was to tear down the ancient trainshed, do a cosmetic renovation of the waiting room, and apply an exterior coat of white paint. Today, with but four daily Amtrak trains serving the city, there are rumors that a small modern replacement station will be built.

Glamorous as the passenger trains used to be, the real bread and butter lay in freight. The great full-circle roundhouse at East Altoona had a fleet of 134 4-8-2's, class M1, assigned to the Middle Division and 185 2-10-0's, class I1sa, on the Pittsburgh Division. Smoke haze hung like a fog over the area, and tracks were usually railhead deep in coal dust from the ever-moving parade of big hissing freight hogs.

"During World War II, we were so short on power that we marked up engines and called crews for outbound assignments two hours before the engines even arrived here," said Marty Lindenmuth, a special duty foreman at Altoona. "When an engine came in, we turned, fueled her and gave her a 'lick and a promise' inspection, and off she'd go."

Many a Pennsy oldtimer recollects that the road's two gilt-edge locomotive investments were the famous GG1 electric and the largely unrecognized M1 4-8-2 that for 25 years seemed to be as indigenous to the Juniata valley as the river itself. It has been said that the first experimental M1 was built in 1923 by Altoona Shops at the special request and expense of a high official who then leased it back to the railroad! How true this story is we don't know. The pilot loco must have been a winner, for the years 1926 and 1930 saw a fleet of 300 M1 and M1a locos built by Baldwin and Lima as well as Altoona, numbered 6700-6999. The M1 had 72-inch drivers as compared with 80 inches on the K4s, yet both classes had the same 70 mph speed limit over the division.

The versatile M1 had the twofold

ability to dig in and lug 100-car coal drags or, with hotshots, run like a scared deer. But even though the Division was a river-grade line, it faced some tough operating problems.

"We usually had to work those 4-8-2's hard all the way," says Russell Donohue, a Pennsy hogger, now retired. "I could actually feel the added drag of the train on the tender drawbar as we coiled around the wide reverse curves. To maintain a constant speed and hold the M1 down I'd have to keep changing throttle positions and use a lot of sand. And then there was slack. A tight binding curve would stretch the train way out. It was a neat trick to use just enough air brake pressure reduction to bunch 'em up without the force of the whole train slamming me in the behind, especially when a stop signal stared me in the face!"

In the days before diesels and piggyback, the tonnage hotshots were trains LCL1, LCL3, and LCL7, which covered 118 miles from Banks tower to Antis tower, East Altoona yard, in three hours flat. That was an average speed of 40 miles an hour. Russ Donohue, who often pulled LCL7, recalls how he saved time by avoiding the necessity of being stopped at View tower, located at Duncannon.

"Westbound track assignments change at View," he states. "Freights go from track 4 to 3 while passenger trains change from 2 to 4, meaning that a westbound drag would invariably be stopped there if a passenger was due at the same time. Well, LCL7 and 55, the *Gotham Limited*, could be running neck-to-neck shortly after three a.m. if both were on time. I had a 17-minute head start on 55 passing Banks, the next tower east of View, so I gave the M1 all she had to beat 55 to View in time to get the clear crossover signal to track 3 without being stopped. Sometimes I won, other times I lost.

"One night I revised my strategy. I had lost the race that night. So I was stopped; but when the clear signal flicked on, no crossover indication was displayed, which meant for me to follow 55 on track 4. My new plan was taking it just easy enough to allow 55 to sail by before I reached View. Thus in any event no stop would occur and the overall result would save time. My fireman said I was crazy if I thought I could outwit the changeable ideas that passed through a dispatcher's head. But after the fireboy saw how I had worked it all out, he thought I'd achieved a minor victory and he agreed to enter the game by watching rearward for 55's headlight and let me know instantly with a loud 'Here she comes!' "

Donohue thought the M1 was the greatest loco on PRR rails. He disdainfully referred to passenger men as "glamor boys running toy engines." This was a direct reference to the K4s Pacific. The latter had no feedwater heater, only 205 pounds of steam pressure as opposed to 250 pounds in a big M1 boiler, and had to doublehead all trains of over twelve cars. This point has been argued for years. Indeed, the very fact that a few M1 engines were used quite successfully in passenger work evokes even more wonderment because the K4s survived so long in heavy mainline work.

But in 1946, even as the first two-unit passenger diesel was ordered from Electro-Motive, the K4s saw its successor appear in the handsome prow-nosed T1 4-4-4-4 Duplex dramatically styled by Raymond Loewy. The fifty T1's represented the final steam power built for the PRR by both Baldwin and Altoona Shops. They were designed to pull 880 tons at 100 miles an hour and did even better on western divisions, but on the Middle Division they had the usual limit of 70.

Russ Donohue does not refer to a T1 as a toy. "The men liked them for their great power and fine riding qualities," he reminisced, "although they were about the smokiest engines we ever had and they gave irritating adhesion troubles. But no one ever had to doublehead them and if they could be held down, their power was almost unbelievable."

And so, after a brief few years of use, the eye-catching T1 took leave of the Middle Division and the drone of diesel engines could be heard on the Pennsy, even though the great M1 4-8-2's doggedly kept working even into the early 1950's.

PRR T1 5505 swings her dramatic prow nose around curve at Duncannon as she slows for switch with No. 75 *The Duquesne*.
Photograph by Bert Pennypacker

TRACKSIDE IN THE DIESEL AGE

By JIM EDMONSTON

Cumbres & Toltec Scenic R.R. *Pineapple* (ex-Oahu No. 19) being serviced at Chama, N.M., April 10, 1973. The 3-foot diesel switcher was active all last winter moving equipment for repairs in preparation for the present season.
Jack LaMunyon, 2513 Britt N.E., Albuquerque, N.M. 87112

MORE old "first-generation" diesel units are in danger of extinction, not so much because they are worn out but because the railroads that operate them are being merged into giant systems where motive power men have no use for "obsolete" older designs.

For example, the Norfolk Southern's famous Baldwin AS-416's are running out their usefulness, pending the road's merger with Southern. While the Southern had a very few Baldwin switchers, it was never big on Baldwin diesels and undoubtedly would regard the NS road switchers as trade-ins. Of course, they could be sold to other short lines or to industries, but Baldwins these days are not good sellers; no doubt the parts situation and lack of Baldwin-knowledgeable shop forces have a lot to do with this. Norfolk Southern's classy GP-18s should have no worries, but what about GE 70-tonner 701? Sister 703 has been removed from the roster, reportedly to be scrapped.

The Tennessee Railroad, operating a coal feeder line out of Oneida, Tenn. (just below the Kentucky border), is another short line about to become part of the Southern, it having been in receivership since July, 1959. It operates six Alco RS-1's, four of them thirty years old. The newest is No. 4, built in 1951.

Four of them came from the Atlanta & St Andrews Bay, one from the Rutland, and one from the New York, Susquehanna & Western. Five of the engines work on a normal day, one being held in for maintenance. The Tennessee is no simple road to operate; its RS-1's have to lug every loaded coal drag up a 3 percent grade into Oneida. Normally, five of them are needed to get the trains over. The only connection is with the Southern at Oneida, so it would seem a natural for SR to assign a couple of heftier engines to the road and relieve the old Alcos. While the Southern operates many RS-3's in the Carolinas and elsewhere, the older, lighter, and less powerful RS-1's would probably be surplus and as such traded in.

Columbus & Greenville, operators of the only other A-1-A Baldwins in the country beside Norfolk Southern, is likewise throwing in with a major road, the Illinois Central Gulf. The ICG has always been an EMD road, except for a few Alco Centuries. Of course, the old Gulf, Mobile & Ohio used EMD and Alco locos system-wide, but obviously ICG is calling the motive power shots now. Baldwin road switchers do not fit in. Paducah Shops, now a major rebuilder, would no doubt turn thumbs down on major repairs on such "odd-ball" power.

ONE of the very last EMD BL-2's in service is slated for scrap. Reports from Maine have it that Bangor & Aroostook No. 53, heavily damaged in a wreck last year, will be cut up at the Derby Shops, after BAR has removed everything useful so as to build a parts supply for its other BL-2's. The BAR's small fleet and two units on Western Maryland are the final remnants of this strange-looking model in action. One, however, Monon 36, has been preserved at the Kentucky Railroad Museum in Louisville. We hope parts can be had to make this locomotive operable. Bangor & Aroostook F-3A No. 47, damaged in the same wreck, is equally rare and will be rebuilt *in kind* (will remain an F-3A) and be renumbered 49. Thanks, BAR!

BALTIMORE & OHIO is in a bind here in Cincinnati. The only 250-ton crane in the area, B&O X-219, flipped over while cleaning up a minor wreck and itself was damaged to the tune of an estimated $35,000. It has been sent East (reportedly to Glenwood Shops in Pittsburgh) for repair. Hope we don't need a heavy crane for a good while.

THIS MONTH'S feature locomotive is EMD's distinctive little 600-hp switcher, the SW-1. Distinguishing one EMD switcher from another can be a problem to the uninformed. In fact, some later models are externally alike. No such problem exists with SW-1, which is compact and free of frills, with a pleasing body contour.

EMC had been in the switcher business for five years before the SW-1 was built, and had fielded units in the 600- and 900-hp range, using the Winton 201-A engine. In January, 1939, the new 567-series engine replaced the old Winton 201-A, while a 6-cylinder version of the 567 was used in a new switcher design, and the SW-1 was born. The first production unit went to Fort Worth Belt, their No. 1. The 656 SW-1's were built between 1939-'54, with the output suspended between 1942-'45 by the War Production Board. There are two distinct "styles."

The first batch of SW-1's, from 1939-'50, featured a single centered stack, a high, round-roof end cab, a low hood tapering back to the cab in two stages, a half-length front radiator with a generous sandbox just below the pilot deck, and a single large headlight at the top center of the hood front. Cab

windows on "first style" units are rounded to match the cab's roofline. The engine was rated at 600 hp, rode on B-B AAR type A switcher trucks, and used a 6-cylinder 567 prime mover, operating at 800 rpm and aspirated with a Root blower. Stacks as built were stubby, but most railroads soon applied extensions. These are apparent on close inspection.

SW-1's produced between 1950 and '54 have a single-stage taper where hood meets cab, while the front cab windows are square. Standard EMD conical switcher stacks replaced the stubby ones, and dual sealed-beam headlights appeared. Some SW-1's of both styles have m.u. jacks.

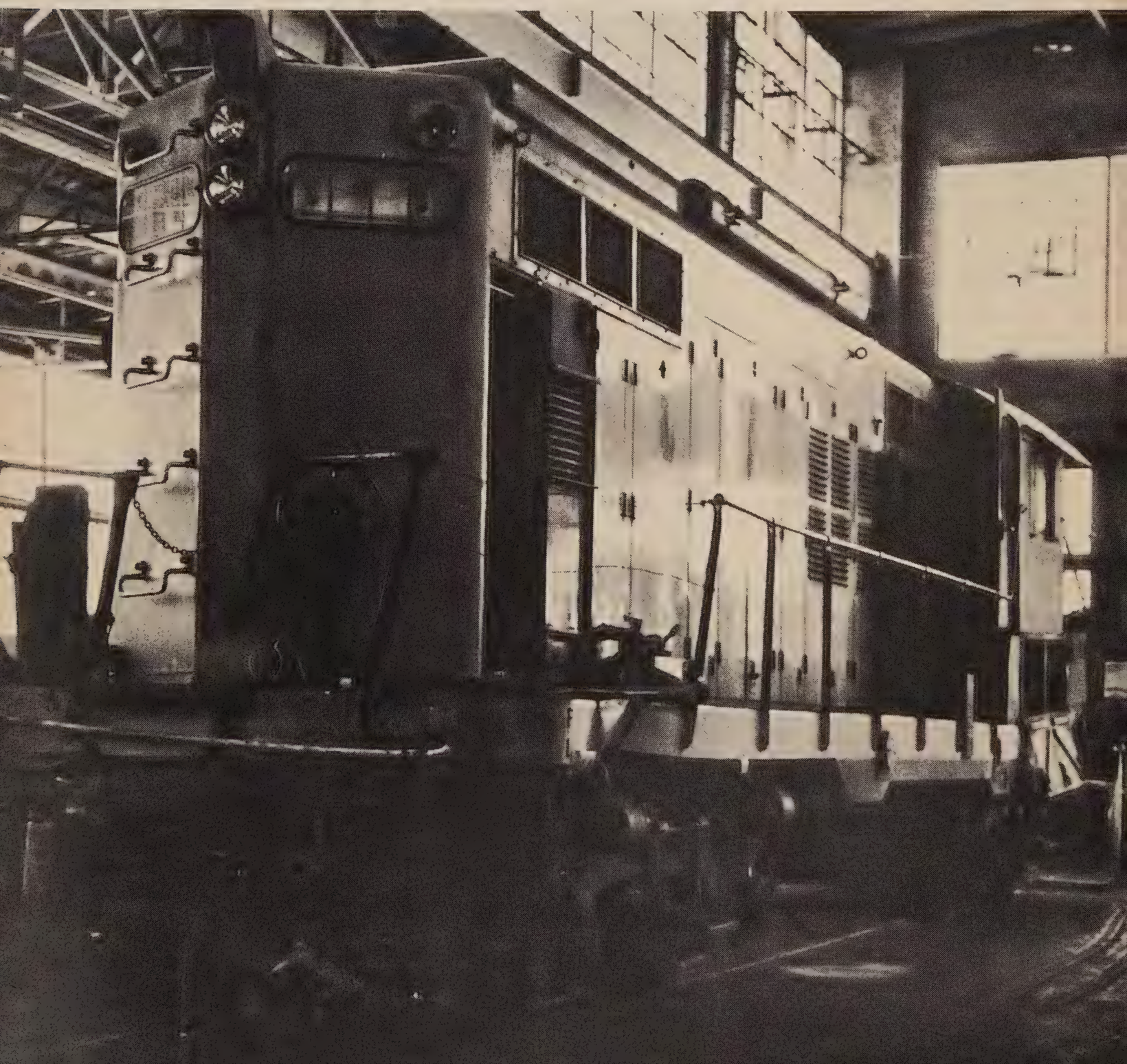
Although looking like most of her EMD switcher sisters, you can readily identify the SW-1 if you remember three things: single stack, half-length front radiator, and large sandbox down front. Furthermore, the unit is shorter and smaller than any other EMD switcher.

Four SW-1 demonstrators were built, all at different times. EMD 804, built in 1939, went to the Southern Pacific as No. 1000, then to Holly Sugar Co. as No. 1, still in service. No. 911, built in 1940, is now Great Lakes Steel Co. No. 11, still in service, while the 700 (1946) is Manufacturers Junction Ry. No. 7, still running in St. Louis. Finally, No. 152, built in 1951, is Scullin Steel No. 6, also operating today. The popularity of this tough little engine is evidenced by the list of owners: various sizes of common carriers own them, as does industry. Second-hand SW-1's move from one place to another. Usually a big road hands them down to a short line or an industry with its own railroad. Built as light switchers, they found work in a variety of locations; in small yards, passenger terminals, tight industrial trackage, and over short branches with light rail and bridge restrictions.

The SW-1's I knew best were the B&O's in Baltimore. When new, they carried a handsome deep-blue with yellow lettering scheme that was always

Robert Redden, 113 Munroe St., Lynn, Mass. 01901

Quietly supplying her sister geeps with transplants is Central Vermont GP-9 No. 4929. This scene is in the St. Albans shops after a cornfield meet with a Boston & Maine loco at Belchertown, Mass. The locomotive was a complete loss.



Idling quietly after a long workout is Alaskan (ex-U.S. Army) GP-7L at Anchorage in Sept. '72. Note spark arresters.
David Sternik, 28 Alaska Place, Anchorage, Alaska

kept shining. They worked Camden Station, Locust Point, Riverside, Curtis Bay, and even filled in on the Baltimore & Annapolis when that line's GE 70-tonner was ailing. I never saw one on Pratt Street, though. When B&O retired the famous 0-4-0T "dockside" steamers, they found that only a GE 44-tonner could handle the curves and close clearances of that nightmare. In 1954 EMD replaced the SW-1 with the new SW-600, but evidently by that time the light-switcher market was saturated, as only 16 SW-600's were built.

NEW UNITS for 1973 will include quite a few with the cowl nose. This, of course, is the modified streamlined chop nose as found on F-45's. The idea behind it is more protection for the crew, ease of maintenance, and airflow design. Amtrak's order for forty SDP-40F's is "on the floor" at La Grange as these words are being written. They will be numbered 500-539, reportedly for work on Western runs, with cowl noses.

Canadian National has ordered thirty M-420's from Montreal with cowls (2500-2529), and fifty GP-38-2's with cowls (these should be very interesting) from GMD, Canada.

The CN stepchild, Go Transit, has ordered four GP-40-2's with cowls. CN's GP-38-2's will be 5561-5610 and Go's GP-40-2's will be 9808-9911. On the Pacific Coast, the old Pacific Great Eastern (now British Columbia Railway) ordered eight M420's and eight M630's from Montreal, all to have cowls. The M420's will be numbered 640-647 and the M630's will be 723-730.

AMTRAK isn't the only stateside convert to cowl noses. The Chicago & North Western is rebuilding eleven ex-Union Pacific E-units (501-511) at Oelwein, Iowa, for use in the Chicago commuter pool. The "B" units involved are getting a Crandall cowl, named for M. H. Crandall, assistant superintendent of motive power. It's rather boxy and unlovely, but serves the purpose.

LOOKING OVER the super-complete "Annual Motive Power Review" in the Jan.-Feb. 1973 issue of *X-2200 South,* it is interesting to note the slow but sure emergence of Montreal-Worthington as the third major builder. MLW produced 42 locomotives in 1972, of three models: M420TR, M630, and M636, for use on this continent. Total production was 120 units, including exports. Orders for units to be delivered in 1973 on this continent total 63 at this writing. Export orders to date, 62.

SOUTHERN PACIFIC passed a milestone in March by retiring 6432, its last freight F-unit (F-7A). Once, F-7's were the mainstay of SP freights. Can anyone give me detailed information on the recent disastrous explosion of an ammunition train in Roseville yard? Which units were damaged?

GENERAL ELECTRIC has placed in service the first of the new "cosmopolitan cars" on the old New Haven between Stamford, Conn., and Grand Central Terminal, New York City. Jointly owned by the New York MTA and the Connecticut Department of Transportation, they are the answer to the *Metroliners* used south of New York, are stainless steel, 85 feet long, and will seat 118 people. Now, if only we can keep the graffiti boys away. . . .

STILL in the proposal stage but feasible is a plan to build a super-railroad to tap Arctic oil fields. Advocated by David P. Morgan in *Trains* magazine some time ago, the Arctic Oil Railway is beginning to get newspaper publicity. An account I read in the *Cincinnati Enquirer* mentioned "twenty trains of 168 cars per day operating endlessly" to transport oil to the head of an already-built pipeline to Chicago, which would make unnecessary the building of an Alaskan pipeline and the barging of oil to the waterways. The proposed railway is said to be better ecologically than a pipeline and would reduce considerably the cost of bringing out oil. Reportedly, Canadian rail interests favor the proposal but oil interests want the pipes. Watch for more developments on this.

SEND all diesel news to Jim Edmonston's home, 792 Farnham Court, Court, Cincinnati, Ohio 45240.

PASSENGER TRAIN SURVEY

CNR's *Turbos* came back June 23. Two are on daily roundtrip, Montreal to Toronto. One is held as spare train.
Robert Redden, 113 Munroe, Lynn, Mass. 01901

TURBOS, with three new trains, re-entered Canadian National service between Montreal and Toronto on June 22nd. The gleaming new trains are longer and more powerful than the previous ones and have been modified to ensure a high standard of performance and easier maintenance. Each train has nine cars, seating 372 passengers.

These trains replace the afternoon *Rapido*, giving faster service—4 hours, ten minutes each way—and even more attractive with smart new uniforms for conductors, trainmen, and steward-waiters. Turboclub (premium-priced) passengers may buy sandwiches and beverages served at their seats. Cafe counters sell hot and cold snacks. Areas are provided for non-smokers.

The new Turbos were given 15,000-mile operating tests. All reached a maximum speed of 95 mph, but in service the average is just over 80. Turbos were taken off Feb. 1, 1971, for complete overhaul. Since then, controls have been changed, turbines improved, transmissions made interchangeable, and new suspension arms installed. Each of the five turbines—seventh-generation 520-hp. cooler-running engines—is a fully integrated unit which can be changed within 2 hours, compared to 8 hours replacement time before. An internally-coupled wash system allows cleaning the engines in 15 minutes at the push of a button.

GOOD NEWS. The U.S. Supreme Court has agreed to review a lower court's decision that railroad passengers are permitted to bring suit to halt discontinuance of service under provisions of the 1970 law establishing the National Railroad Passenger Corporation, better known as Amtrak. The case in question mostly concerns Georgia, but if the high court should uphold the decision it would mean the public will have the means of enforcing rights and benefits conferred by Congress in enacting the legislation.

This litigation began in April, 1971, when the Southern Railway discontinued the *Nancy Hanks* between Atlanta and Savannah. A suit filed by the National Association of Railroad Passengers (NARP) alleged that this discontinuance was unlawful under the Amtrak Act. The U.S. Court of Appeals ruled last Feb. 3rd in favor of NARP, although Amtrak had argued that railroad passengers were not the intended beneficiaries of the legislation.

The court replied: "We most heartily disagree—the Congressional statement of purpose makes clear that the main function of the Amtrak Act was to preserve and improve train service. The object of the legislation was not just trains, but the people who ride them."

ALL ROADS handling Amtrak trains are currently paid on an "avoidable loss" basis but now want an additional $84 million per year, according to Stephen Ailes, president of the Association of American Railroads. Money-losing Penn Central is asking an additional $32 million annually to operate Amtrak trains. The request is being considered by the Interstate Commerce Commission.

A statement filed at ICC by Anthony Haswell, chairman of NARP, charges that Penn Central, having elected to join Amtrak to be relieved of what the railroad then claimed to be staggering losses from passenger train service, *now wants to make a profit on Amtrak!*

"The profit which Penn Central now seeks is entirely inconsistent with the Amtrak law," Haswell says. "These additional monies would not buy a dime's worth of new equipment or improved track and roadbed; they would simply enrich the railroads for the far from satisfactory service they are now providing for Amtrak."

Currently, Amtrak pays railroads enough to cover costs tied entirely to passenger service, plus an additional five percent to help cover "avoidable" expenses, i.e., those that could be eliminated if the passenger trains stopped running. But Penn Central says it should be paid on a "fully allocated" basis, i.e., that Amtrak should share all costs of facilities used for both freight and passenger service.

Haswell argues that in adopting the Amtrak law, Congress intended to focus on the "avoidable cost" concept to the exclusion of any other specified concept.

"Payment of an additional $32 million per year to Penn Central would be a 50 percent increase in Amtrak operating expenses," he says, "and since the services are already losing money, the full increase would have to come out of the U.S. Treasury. This is an amount which Congress, in our judgment, would be most reluctant to pay, and which we, as members of the traveling public, would be most reluctant to ask it to pay."

HOWEVER, the NARP chairman says there is "no escape" from the need to provide substantial federal funding for railroad rehabilitation.

"The crucial issue is: will federal assistance benefit primarily the railroads and creditors of bankrupt estates, or primarily the public?" he told a subcommittee of the House Committee on Interstate and Foreign Commerce, which is considering ways to remedy the Northeast railroad crisis. "We are attracted to the concept of acquisition and maintenance of track, roadbed, and signals by a non-profit, quasi-governmental agency. Public maintenance and control of these facilities would assure that necessary track maintenance would not be deferred in favor of dividends or non-transportation investments, and that freight trains would not be given arbitrary preference over the passenger trains."

He pointed out that, if track and roadbed were maintained to run freight trains at speeds up to 60 miles an hour, then passenger trains could make speeds between 80 and 100. He said "slow orders" due to bad track and/or roadbed have been causing a general decay in passenger service.

"Under present conditions, I cannot urge my friends and neighbors to ride the New York-Chicago *Broadway Limited*, and I would have difficulty asking the Congress to continue subsidizing its operating losses in the absence of a firm commitment to fix up the track."

TESTIFYING before the surface transportation subcommittee of the Senate Commerce Commerce Committee, Haswell said:

"A few railroads like the Milwaukee Road, Union Pacific, and C&O/B&O have done a reasonably good job for Amtrak. However, the record as a whole compels the conclusion that, in general, the railroads are not satisfied with being relieved of the financial obligations of passenger service but want the trains physically removed from the tracks."

Haswell singled out the Southern Pacific for the "dubious distinction" of doing the worst job for passenger service,

despite its status as "one of the wealthiest railroads."

"Southern Pacific has sturdily resisted the initiation of any new Amtrak service over its lines . . . opposed the operation of special trains over lines not used by Amtrak regular trains . . . refused to allow Amtrak to use its San Antonio station for the new Laredo-Ft. Worth train (even though the station is already used by the Los Angeles-New Orleans train) . . . refused to permit Amtrak to operate a West Coast "auto train" . . . refused to allow use of standard dome cars on the High Sierra route (one of the most scenic in the nation) . . . frequently ran late trains (during March, 1973, 19 percent of all delays were due to freight train interference) . . . and limited Amtrack trains to 70 miles per hour, despite the fact that the SP track is in excellent condition."

Other roads sharply criticized by Haswell were the Missouri Pacific," which gives Southern Pacific a good run for number one anti-passenger position"; Burlington Northern, "whose track between Chicago, Omaha and Denver is becoming increasingly rough-riding and derailment-prone"; Penn Central, "due to financial penure and/or demoralized management and personnel; and Illinois Central Gulf—"roadbed is even worse than that of Penn Central."

Amtrak Sues L&N

PLEASE DON'T show this item to Charlie Castner of the Louisville & Nashville public relations staff, for Charlie is this month's *Interesting Railfan* and a good friend of ours. We wouldn't want to embarrass him for anything. Even so, we learn that Amtrak has accused the L&N of running one Amtrak train so late, repeatedly, that the federally-financed corporation has suffered a loss of reputation.

Amtrak filed the case against L&N, which is a subsidiary of Seaboard Coast Line Industries, before the National Arbitration Panel, seeking $1.2 million in damages. If they win the case, officials believe it would be taken as a warning to other roads that are giving shoddy passenger service. This case is one of 18 so far filed with the panel against some of the 15 roads that run Amtrak trains. It involves the Chicago-Florida *Floridian*, which L&N handles between Louisville, Kentucky, and Montgomery, Alabama.

Amtrak contends that the *Floridian* lost an average of two hours and 13 minutes a day on the 490-mile segment over which L&N operates it during the first three months of this year. The train, including stops, is supposed to average 47.33 miles an hour. Lateness reduced this to 38.91, making it about two hours slower for the trip than competing bus lines.

A major cause of the slowdown was interference from freight trains. This accounted for 4 percent of the delay in January and 22 percent in February. The delays, Amtrak contends, "are attributable to freight train interference, bad dispatching, and laxity in supervision."

Amtrak is asking the panel to force L&N to provide better on-time performance—as called for in the railroad's contract with Amtrak—and to require monthly reports on steps taken to improve passenger service. It also asks for "damages for loss of reputation for the *Floridian* train and to Amtrak, for loss of potential revenue and for added operating costs" totaling $1.2 million.

Pennsy Passenger Runs

A BOOK chronicling Pennsy passenger service is being prepared by Frank E. Shaffer, associate editor of *Modern Railroads*, who lives at 338 N. Babcock Dr., Palatine, Ill. 60067.

"Each segment of the system will be covered in detail," he tells us, "especially Pullman and through coach movements, plus the role of competitive railroads in shaping Pennsy's service pattern. I have accumulated many timetables covering the 1890-1867 period, but need some from the World War I era plus 1922.

"*Railroad* readers could play a vital role in this project by tracking down a consist book for the system. Relatively few persons ever saw such books, which show every car assignment on every train. Hundreds were printed, while timetables came off the press by the hundreds of thousands. Thanks to Howard Sanford of Harrisburg, Pa., who has a lot of timetables, I have a copy of the 1919 consist book, but only for Philadelphia-Pittsburgh, plus connecting cars. I urgently need a consist book for the mid-'20's, the peacetime peak of passenger service.

"In studying any railroad, the ideal schedule collection would be a summer and a winter for each year. I could use these for summer and winter of 1910.

What I need most are:

"(1) Stories of Pennsy train operations such as unusual routes once boasting their own Pullmans.

"(2) Accounts of wartime operations, especially main trains.

"(3) Photos showing as much of the passenger train as possible. (In the old days, most of us wanted to shoot only the locomotive.) Would also like stations and other landmarks in train pix.

"(4) Special operations: POTUS, Army-Navy games, World's Fairs, inaugurations, etc.

"(5) Advertising brochures for special events such as introduction of new trains and anniversaries of old ones. I have the 25th birthday book of the *Broadway*.

"I get mostly Xeroxed material from PRR fans. Where the individual has no Xerox available, I will make copies and return the originals."

Down by the Depot

CONSTRUCTION of a new terminal in New York City under Third Avenue and 48th Street is scheduled to begin by the end of this year, although the suggestion has been made that, instead, Grand Central could be rejuvenated to handle extra rail lines. Cost of the project is estimated at $341.5 million, with the federal government contributing about $227 million. The rest will be financed by the state.

Meanwhile, Penn Central was planning to cancel 34 train runs on its Hudson, Harlem, and New Haven commuter divisions, eliminate service at seven minor stations, and close the vast Grand Central Terminal between 1:30 and 5:30 a.m. daily. Of the seven stations, three are in the Bronx and four are north of the city, on the Hudson line. The stations are at 138th Street, Morrisania, 183rd Street, Oscawana, Manitou, Chelsea, and New Hamburg. Penn Central alleges that according to recent passenger counts, only 54 riders use these stations.

Nine trains that depart from or arrive at Grand Central between 1:30 a.m. and 5:30 a.m. are being dropped. A minor factor in the drastic move is said to be a desire to rid the terminal of vagrants and undesirables who allegedly congregate there at night.

As we go to press, the deadline is not yet reached, so we can't say for sure that Grand Central will be partially shut down by the time you read these words. But if it is, and if "owl" trains are cancelled as a result, the lack of transportation will be a real hardship to early morning riders.

Aside from all that, the Metropolitan Transportation Authority is trying to wrest control of Penn Station from its bankrupt owner. Grand Central Terminal stands next door to the *Railroad Magazine* office, so our staff is much interested in what goes on there. Penn Station is located underground about a mile to the southwest.

One of the 14 huge white granite eagles that adorned New York's original Penn Station was given an annual scrubbing the other day for the eighth time since it was donated to the Hicksville, N.Y., High School. Latin teacher Samuel Goldberg and a group of male and female students did the job on the handsome three-ton bird. ●

Mike Eagleson

IN SEARCH OF STEAM

Immaculate 2-8-0 steams along on Black River & Western in rain in June 1970.
Photograph by Robert L. Hogan

CANADA is again in the news. In fact, it always is. Work progresses on Canadian National's 6060, a superb 4-8-2, class U-1-f, in Montreal's Point St. Charles shops. Her first fantrip is scheduled for September 15th from Montreal to Victoriaville. Then on October 27th she will doublehead with former fantripper 6218 to carry the 4-8-4 class U-2g to her final resting place in a city park on static display at Ft. Erie, Ontario. At this writing, I don't know if the 6218 will be dead, under light steam, or fully fired up during the doubleheaded portion of the fall excursion.

The railfan world owes much thanks to CNR for continuing its proud steam fantrip tradition with a freshly-shopped engine during the rest of the '70's. The new steam-powered excursion train will be called the *International Limited* after the famous premier train that CNR began operating in 1900 between Montreal and Chicago. The fixed consist steam train is expected to be painted in the beautiful old green and gold livery. Thanks, Cliff Sweetman, 26 Cannifton Rd., Belleville, Ont., for much of this good news.

Elsewhere, Canadian Pacific steam doings are trying hard to steal the show. But, unlike the National's engines, these CPR locos are all privately owned and not railroad sponsored. Ex-CPR 4-6-0 No. 1057, class D10, ran an inaugural steam excursion for the Ontario Rail Association, Box 64, Brampton, Ont., June 23rd.

Former Canadian Pacific 4-6-2 No. 1201, class G-5, the last steamer built at the Angus Shops in Montreal in 1944, has been removed from the building of the National Museum of Science & Technology in Ottawa. She will be repaired at CPR's John Street roundhouse in Toronto for future excursions. The Ontario fan club is involved in this restoration. Once completed, the Pacific will return to Ottawa for tourist duty on a line to Wakefield, Que., which is expected to be operating in two years.

I photographed the 1201 in commuter service out of Montreal in February, 1960. I remember her as a spry engine with a good crisp bark. Even so, I am not happy at the choice of this particular engine for return to operation. Since the end of regular service CPR steam in 1960, no fewer than five other 1200's have seen restoration and fantrip service, all in northeastern U.S.A. They are Nos. 1238, 1246, 1278, 1286, and 1293. Do we need a sixth? Particularly, since the building whose wall was torn down to permit removal of No. 1201 also contained such treasures as a Canadian Pacific 4-8-4, a Royal Hudson, a Canadian National Hudson and a streamlined 4-8-4. No examples of any of these four major types have seen steam in at least thirteen years!

Ex-CPR Royal Hudson No. 2860, stored for eight years in False Creek roundhouse of CPR in Vancouver, B.C., is now undergoing tests for a possible excursion train sponsored by the Government of British Columbia. They have also purchased ex-CPR 2-8-0 No. 3716 and possibly 2-8-2T No. 1055 and 2-6-2 No. 1077. The last two were once used in forestry service by MacMillan Bloedel in its logging operations on Vancouver Island. The steam train may run from North Vancouver to Lillooet over the government-owned British Columbia Railway, formerly the Pacific Great Eastern, this year or next.

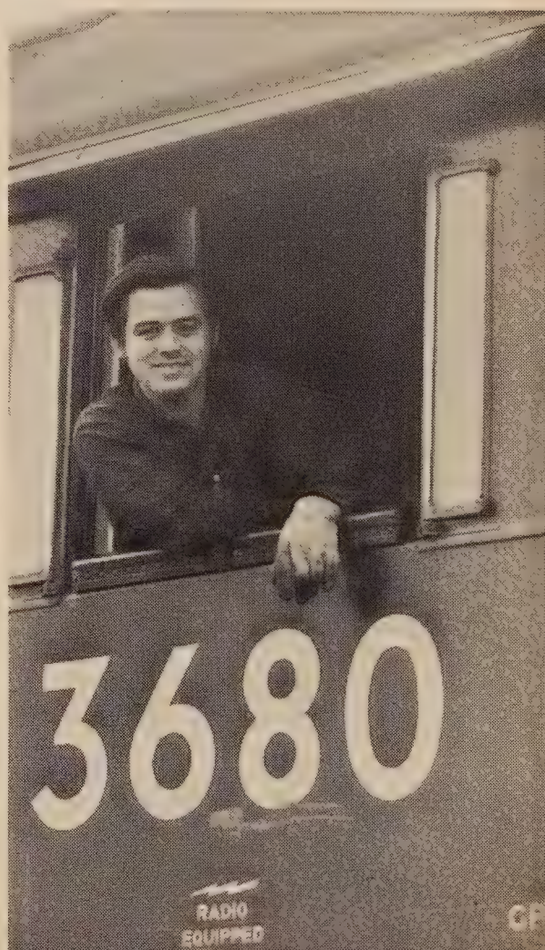
Canadian Forest Products' 2-8-2 No. 113 ran again this June on the annual Loggers' Sport Day from Woss Lake Camp to Woss Lake in the Nimkish Valley of northern Vancouver Island. On very rare occasions she is still being used to head logging trains, reports P. H. Brown, 3491 W. 37th Ave., Vancouver 13, B.C.

Back in the United States, work progresses on a great Canadian engine, Royal Hudson No. 2839, in Northampton, Pa. This streamlined 4-6-4 had a full tender of water on June 3rd for the first time in 13 years. With a hydrostatic test set for July, her first operation under steam should be this fall.

BALDWIN-BUILT 2-8-2 No. 141R 1199 has been donated by France, as previously reported, to the Pacific Southwest Railway Museum Association, P.O. Box 12096, San Diego, Calif. 92112. Now I learn that the Federal Maritime Commission has offered free ocean shipment for the Mikado to San Diego. Still needed, however, are loading and unloading services for the engine and tender. Estimates are a staggering $12,000 to load in France and $6,700 to unload in U.S.A. If anyone can donate even a little of this money or the use of unloading cranes, he should contact H. Chalmers Kerr, Jr., president of the Association. Once this operational locomotive returns to her native America, the museum hopes to approach local railroads for excursions.

DERELICT steamers from the defunct tourist road Wawa & Concordville, completely stripped by railfans, are rusting away in Concordville, Pa. Ex-Rayonier 2-8-2T No. 37 and an ex-Navy 0-6-0T look forlorn with rust streaks, laments Alan R. Wilson, 2710 R.J. Linden, Lansdale, Pa. 19446

Mike Eagleson, as Jersey Central fireman, now upped to loco engineer.

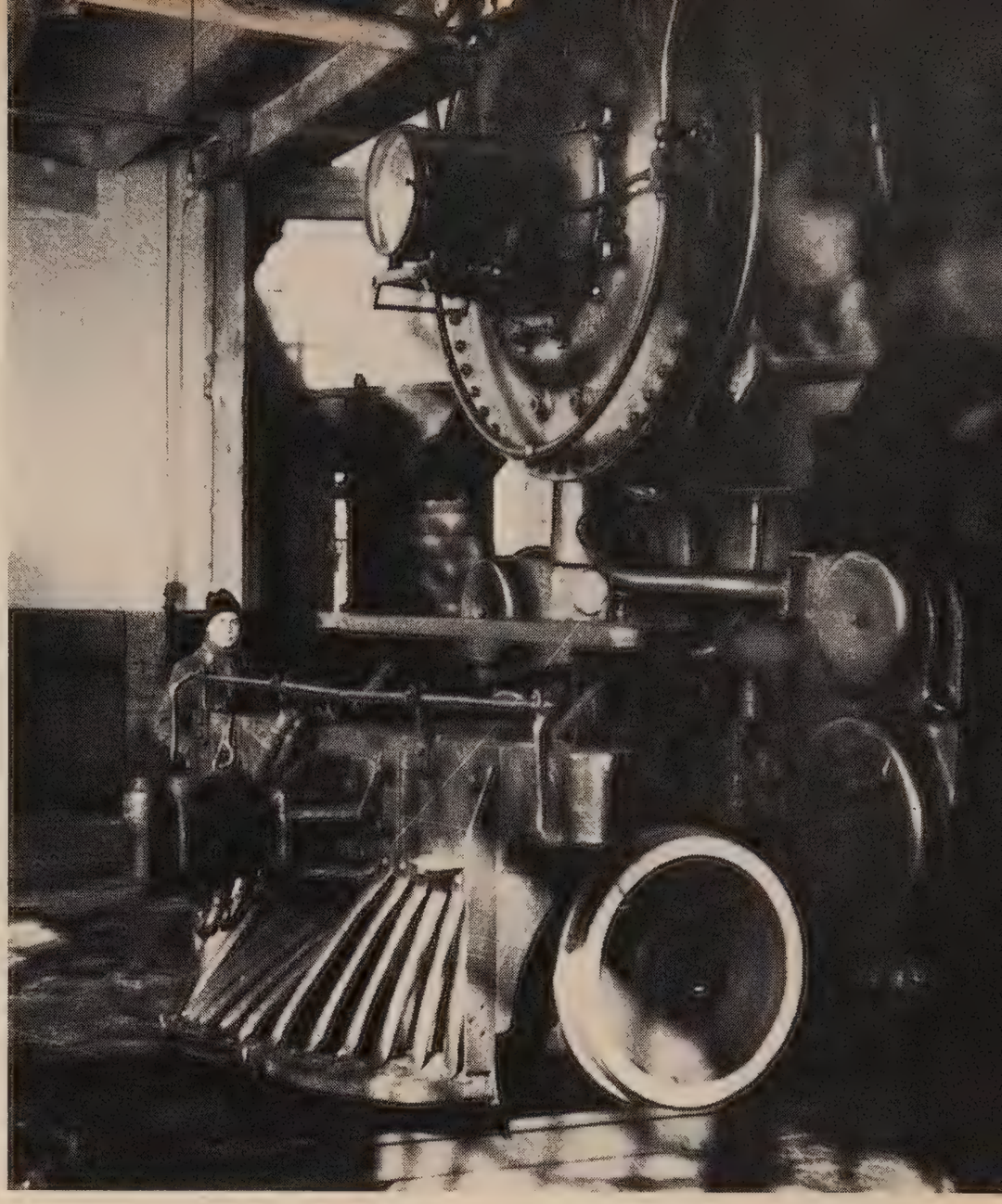


Grand Ave., Holmes, Pa. 19043. Both engines were nearly covered with water by September floods in 1971.

EVEN THOUGH you might read this in a heat wave, the Valley Railroad, which operates an 8-mile, 45-minute round-trip scenic steam train ride from Essex to Deep River, Conn., is now planning its first Christmas season operation. The line runs daily from 12:30 to 4:30 p.m., every hour on the half-hour, until Sept. 3rd, with weekend service through October. The 1:30 run connects at Deep River with Connecticut River excursion boats for a cruise of about two hours. Trains leave Essex depot located at exit 3 of Rte. 9, four miles north of the Connecticut Turnpike.

The trains run behind ex-Birmingham & Southeastern 2-8-0 No. 97 (Alco, 1926) and Prairie type No. 103 (Baldwin, 1924), ex-Sumter & Choctaw. Railfans will find in the Essex yard a heavyweight Pullman, a diner, RPO and work cars, a caboose, a loco crane, ex-Sperry Rail car, a snowplow, and No. 10, an 0-4-0T (Baldwin, 1934), ex-Wickwire Spencer Steel Corp.

TWO STEAMERS FOR SALE: A 1921 Porter-built 2-6-2 coalburner from Louisiana Cypress Lumber Co.; she runs, but needs some work; price, $4,500. And a 1920 Baldwin 0-4-0T weighing 35 tons, once used on a tourist line in Rust, Texas. A little bearing attention is needed for this oilburner. Price, $3,000. Contact Dael Campbell, 3915 W. Orem St., Houston, Texas 77045. Either or both would be suitable for a small tourist road.



Ex-Canadian Pacific No. 1201 is to be restored for fantrip service. Mike Eagleson examines 4-6-2 while in service in Montreal on February 22, 1960.
Photo by Alex Eagleson (Mike's father)

NUMBER 77, an ex-Mississippian 2-8-0, now owned by the North Alabama Railroad Club, P.O. Box 4163, Huntsville, Ala. 35802, is now undergoing heavy repairs since her accident last October, reports Juilan M. Ross, the club's vice-president.

"When we broke the axle of the rear driver during our kindergarten excursion," he writes, "the wheel dangling on the end of the side rod twisted the rod before the engine was stopped. The uneven forces which resulted from losing the wheel caused a bending of all the other side rods and even breaking the end off one of them. Now, the 77 is jacked up and the wheels rolled from under her. We are replacing all four main axles and straightening the rods. We have applied to the Department of Transportation for a waiver permitting the broken rod to be repaired by welding, but have had no hint that it might be granted. Meanwhile, we hope to find another 4 ft. 8 in. intermediate drive rod from a park engine to swap, in order to return the Consolidation to fantrip service."

Although I wish the club the best in repairing their little 2-8-0, I personally feel they would be better off trying to swap No. 77 for a different engine now on static display in a park. They could probably get one without such damage and put their repair money into new flues for her. Not only would it be a fresh locomotive, relatively unexposed to the railfan world; but with careful selecting they might get one better designed than the 77 for the continuous and vigorous high speeds required for fantrips.

"LAST May 13th," writes Gene Hull, 203 E. 16th St., North Little Rock, Ark. 72114, "I drove to Cumbres Pass in Colorado to shoot some slides before the Cumbres & Toltec Scenic Railroad season began. Surprisingly, I found a bulldozer moving snow so that a derailed Mike, No. 484, could be put back on her feet. She and another Mike had come up from Chama, N.M., the previous week to try to open the snow-covered road. The 484 was ahead and when they hit a deep drift a quarter-mile west of Cumbres depot, the 484 stumbled off the rails. Evidently mountain railroading still has its dangers."

MAPO Locomotive Works of Glendale, Calif., is building four new steam locomotives, 2-4-2T type, 30-inch gage, for the Fort Wilderness Railroad at Disney World in Florida, reports *The Western Railroader*. MAPO is a division of Disney Enterprises and the railroad will be a 3-mile line connecting with a new trailer park. ●

Mike Eagleson does not work in our office. To save time, send steam mail directly to his home, 37 Edgemere Avenue, Mt. Arlington, N.J. 07856.

STEVE MAGUIRE'S

TRANSIT TOPICS

MINEOLA IS safe! Success has crowned the 16-year effort by Branford Trolley Museum to acquire the luxurious private subway car of the late tycoon August Belmont. A jubilant letter from our old friend E. J. Quinby, 30 Blackburn Rd., Summit, N.J. 07901, reports that the *Mineola*, aboard a low-bed trailer truck, left the former and now desolate Magee Transportation Museum in Bloomsburg, Pa., at 6 a.m. last May 4th and arrived in mid-afternoon of the same day at Branford in East Haven, Connecticut. Glory, hallelujah!

Her arrival was a day to be remembered. Zealous and husky members of the Branford Electric Railway Association eased her gently, almost reverently, off the trailer and onto waiting railroad trucks at Sprague station. Then the aristocratic *Minnie* was hauled over the Branford line to the car barn, where she is now protected from the elements and from vandals.

The campaign to save this rare specimen and add her to the fine collection of electric railway cars at the Museum was started when the fascinating story of *Mineola's* career and her remarkable survival on a Flemington, N.J., farmstead, appeared in the Feb. '56 issue of *Railroad Magazine*. Under the title, "Minnie Was a Lady," Quinby told of the campaign being started to rescue and preserve her. At that time Quinby was the president of BERA. Since then the *Mineola* was temporarily moved to the Magee Museum, where she survived the disastrous flood caused by hurricane Agnes. But scrappers were soon hovering over her like vultures. Only by an intensive crash-program was she saved.

The BERA board approved the rescue project, provided it could be independently financed. The fund-raising campaign was organized by Quinby, who got permission from *Railroad* to reprint his 1956 story in pamphlet form. This appeal evoked checks from some 250 hobbyists across the nation. Their generosity made possible the bringing of this prize to the Branford Museum. These funds covered the cost of transporting *Minnie* to her permanent home, but will only partly pay for acquiring and installing the necessary trucks, motors, control equipment, compressor, brake rigging and couplers. The restoration of her handsome interior and exterior will require many devoted and expert man-hours. She will even be given trolley poles for operation over the line.

Mineola was built in 1904 at the Wason Car Co. plant in Massachusetts and has traveled through five other states: Connecticut, New York, New Jersey, and Pennsylvania. Among those who deserve special credit for bringing this unique subway car to East Haven, besides Quinby himself, are Edward Blossom, Michael Schreiber, Henry Ruschmeyer, Bruce Payeur, Robert and Bruce Thain, William Ketterer, George Horn, and Richard Glass.

Along with all others who gave to the fund, their names will appear in a register displayed on the original roll-top desk of August Belmont in the *Mineola's* office compartment. Several of the names so inscribed will be recognized as veteran motormen of the Interborough Rapid Transit, over the lines of which the famous car rolled to glory a long time ago.

THE CREATION of a high-speed rail link between Penn Station in Manhattan and Kennedy Airport, as authorized by the New York Assembly, will lead to improved traffic conditions along Queens thoroughfares, said New York's Governor Rockefeller. The governor noted that some legislators and community leaders "want to have it as a local railroad," serving local stops.

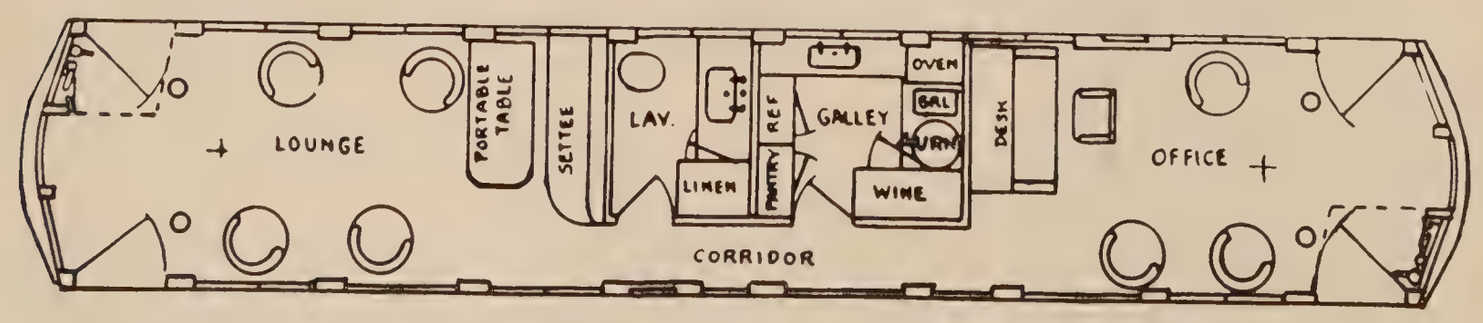
"But the purpose of this rail link is to take the traffic off the streets . . . from Manhattan to Kennedy," he declared, moments after signing legislation enabling the Port Authority of New York and New Jersey to expedite the high-speed link's construction.

THE NATION'S first new mass transit system in 65 years completed its 58-mile network on the east side of San Francisco Bay on May 21st with some trains taking twice as long as scheduled to make the run. In all, six special trains, one from each new station along the line, joined in the opening of the third link in the Bay Area Rapid Transit System.

The line just opened runs 19 miles from Oakland through tunnels under the Berkeley Hills to five Contra Costa County suburbs. The new opening left the 3.5-mile tube beneath the bay between San Francisco and Oakland and the San Francisco subway to be finished in the $1.4-billion system. Service beneath the bay is expected to begin in the fall.

A FEDERAL grant of $38.8 million has been made to the New York City Transit Authority to aid in buying 198 more new subway cars. It adds to a grant made a year ago, bringing the total Federal two-thirds share to well over $142 million. To this will be added the city's share, more than $71 million. The total will be used to buy 745 new, modern R-46 rail cars designed to give comfortable and relatively quiet service on portions of the IND and BMT lines. The new, larger equipment will permit NYCTA to retire about 1,000 old cars, built 1932—'40. It is the largest single order for rail cars in the nation's railroad history! This great improvement should go a long way toward bringing ridership back to mass transit. We all know that bus travel is intolerable because of the heavy traffic on overcrowded streets, the bumpiness of rides, and the stink of gasoline. The grant was made through the Urban Mass Transportation Administration.

WILLIAM J. RONAN has a free pass, of course, to ride all New York subway trains and buses. "But," the



Floor plan of the *Mineola*—the most handsome piece of rolling stock that ever traversed a subway line.

Waiting for subway trains: a study in facial expressions. Boston's MBTA State Street station shows Monday a.m. blues.
Robert Redden, 113 Munroe St., Lynn, Mass. 01901

Metropolitan Transportation Authority chairman told newspaper reporters, "I don't use it. If I were to show my pass to the clerk, word would quickly spread all over the city that 'the chairman is on the system.' "

ONTARIO'S government will invest $16 million to become the financial partner of a new magnetic-rail mass transit venture. The aim, Premier William Davis told the Legislature, is to provide a convenient mass transit system for the province's larger cities and to develop a new industrial activity for Ontario.

The money will be used to buy a 2½ mile no-wheels and no-hands mass transit train system to be built by the West German firm of Kraus-Maffei for testing. At least $11.2 million is to be spent in Canada to build the tracks and buy components to be made by Canadian subcontractors.

Ontario will become the Western Hemisphere license owner of the royalties and technological know-how developed and used in the demonstration project. The government will sell the rights to manufacturers of the transit system.

Twenty-foot coaches with room for 12 sitting and 8 standing will be propelled by electric 200-horsepower linear induction motors. The coaches, linked into trains, will be suspended above steel tracks by electric magnets. Maximum speed is placed at 50 mph.

DAYTON, Ohio, which has been without local rail transit for a quarter-century, is now being studied with a view to possible construction of a light-volume electric railway in the Oakwood-Kettering areas. The feasibility study, costing $35,000, is financed by the U.S. Department of Transportation and is being made by Louis T. Klauder & Associates, Philadelphia, and Peet, Marwick & Mitchell Co. of Boston. Their final report is due early this fall.

Dayton is unusual in that its large trolley-bus system is run by City Transit, Inc. A year ago a city authority, Dayton Area Rapid Transit, was formed to take it over, and decided to convert to all-diesel buses. It now appears likely that if the trolley-buses prove economical they will be retained as the backbone of the system.

CHICAGO Transit Authority's trolley-bus lines were not as fortunate as Dayton's. Despite huge financial losses, CTA ended its trackless service in March, reports George A. Forero, Jr., 2808 Silver Lane N.E., Minneapolis, Minn. 55421, who rode on a fantrip over all the abandoned lines on the week-end of March 31st and April first. Sponsoring the trip was the Omnibus Society of America.

The Illinois Senate has overridden Governor Dan Walker's veto of a bill for an $18.9 million subsidy to CTA to keep its trains and buses operating, reports Steve Scalzo, 176 Park Ave., Part Forest, Ill. 60466. This means CTA will receive its first operating subsidy from the state and can stave off a threatened fare hike of 5 cents and service cutbacks. The action was a victory for Mayor Richard J. Daley and a major political defeat for the governor. Daley and labor union officials had waged a lobby campaign on behalf of the subsidy.

METRO LINES, bi-monthly publication of MTA's Long Island Rail Road division, quotes chairman William Ronan as saying that all New York City subway cars and buses will be air-conditioned by the end of the 1970's. By the end of 1975 nearly half the IND and BMT fleet will be cooled and almost half the buses will be air-conditioned in the next 18 months. Mayor Lindsay expects Federal funds,

SEPTA car making turn under City Hall in the heart of downtown Philadelphia in May, 1973.
Bob Storks, 1421 Arch St., Phila., Pa. 19102

Two railfans at 166th St. station on last day of 3rd Ave. El operation on April 28, 1973.
Edward C. Davis, 282 Elderts Lane, Woodhaven, N.Y. 11421

under the Urban Mass Transit Act, to help pay for the program.

INSTEAD of being sold, Shaker Heights Rapid Transit may be turned over *free* to a regional transit authority on condition that the line's 55 PCC cars be replaced with new ones within 10 years. So says SHRT's new transportation director, Robert J. Landgraf.

According to a news item in the *Plain Dealer*, which Al Kleinsmith sent us, the City of Cleveland had to meet a similar agreement with the three banks that sold Shaker the rapid in 1944. By 1953 the system had acquired 45 new or nearly new cars to replace all the old trolleys. The most recent addition was 10 used cars, bought in 1959.

Apparently the only way Shaker Rapid will get a new fleet is by becoming part of a fully coordinated regional system. Only a regional mass transportation authority could raise enough tax money—through sales, income, or property taxes—to subsidize operational deficits and come up with the capital to buy new equipment for Shaker and other systems.

Also, the Federal Government will pay two-thirds of the cost of new trolleys or buses for regional systems, but only 50 percent for new equipment for city systems. Now that it is no longer a question of whether or not there should be a regional system, but when it will come about, Bob Landgraf's job will be to keep Shaker healthy until a regional authority takes over.

DON VALTMAN has resigned as operations manager of Cleveland's transit system to take a top post with the new Metropolitan Atlanta Rapid Transit Authority, which is building a new subway system in the Georgia city. In becoming assistant general manager of MARTA, he gets a salary of $38,500 —more than $6,000 above his CTS salary.

CTS is almost the only big transit system in the country that operates only from fare-box revenue. How is that done? The answer, of course, is by amassing more and more deficits, which is likely to continue until an area transit authority is developed to take over the services. In order to cut losses during the past two years, CTS had to lay off over 200 employes and cut service by 27 percent!

Recently, Cleveland's *Plain Dealer* had a column by George E. Condon saying that CTS hired a couple of experts in recent decades to tell it how to design a bus stop sign so that people anxious to catch a bus would know where to stand and wait. The predecessor streetcar company never wasted any time fretting about the psychological implications of a car stop sign, nor the physiological significance of the lettering and the colors employed. They simply ordered some $1-an-hour painter to come up with a metal plate that read, "Cars Stop Here." Those were fastened to poles at appropriate places and the customers were happy.

THE OLD right-of-way of the Pittsburgh, Harmony, Butler & New Castle interurban line that stopped running 42 years ago, due to what is now called "an overdose of gasoline," has become a walking trail through the North Hills of Pittsburgh, writes Jim Cerny of Pittsburgh, Pa. The first portion of what will become an 8½-mile woodland trail was opened for 1¾ miles in April from Ingomar Road to Richard Road in McCandless, just north of the Pittsburgh city line. Eventually it will extend north to near the Perry Highway in Marshall Township.

You can still see landmarks of the old Harmony line along the trail on Babcock Boulevard. Bridge abutments stand at Cemetery Lane and Babcock in Ross, at Sloop Road in McCandless, and at Shenot Road in Marshall. The old powerhouse stands at 3 Degree Road and Babcock.

A Pittsburgh fan, Richard L. Bowker, tells us about the new Marriott Motor Inn just off Penn Lincoln Parkway West in his city. Dubbed the "Trolley Bar," it features trappings familiar to the streetcar rider, right down to the "hold on" straps that hung from the ceilings of the old cars years ago. But why a trolley theme?

Jeff Howard, interior designer for the new complex, says: "People who de-

pended upon trolleys for years will relate with the theme. It's simply nostalgia."

Maps of early Pittsburgh showing trolley routes, as well as old-fashioned car ads, decorate the walls.

BOSTON has been testing an unusual off-peak incentive fare program. It began April 2nd when, for a 90-day trial, the Massachusetts Bay Transportation Authority reduced fares on the Forest Hills and Ashmont rapid transit lines from 25 to 10 cents. At the same time, half-dollar fares on the South Shore line to Quincy were cut in half —all this in the non-rush period between 10 a.m. and 1 p.m.

MBTA hopes that enough new riders have been attracted by the test to offset the loss from lower fares. With the dime fare, patrons had to use the collector's booth—the so-called senior citizens turnstile—rather than the regular turnstiles that accept only 25-cent coins. Brian J. Cadahy, the MBTA's director of community affairs and marketing, is studying the results. If the experiment has been successful, he says, it will be extended to bus and trolley lines also.

As for the plans for an Arlington terminal on the MBTA's Red Line out of Harvard Square, forget them and make it Route 128 in Lexington or nothing. That's what residents of Arlington, Belmont, Lexington, and Cambridge told Boston Transportation Planning Review officials at public hearings.

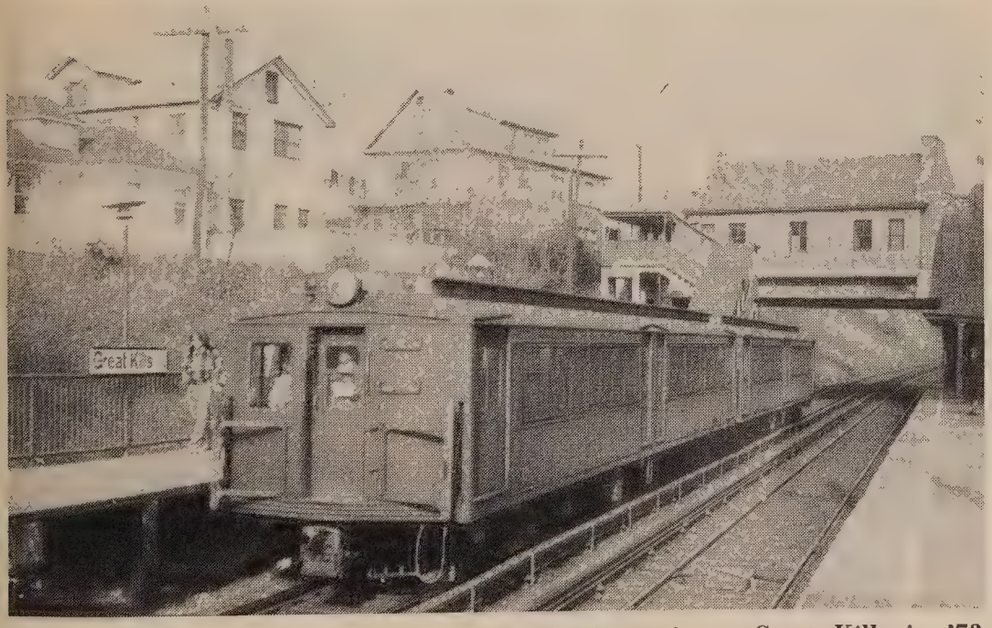
Seaside traction: Volkes Railway, Brighton, Sussex, sent first train, maintenance special, to end of track to see how things looked for 1973 season. Water had to be poured on rusty juice rails to get current through to train on English line.
Raymond E. Ruffell, 2 Victoria Villas, Little Sandhurst NR Camberley, Surrey, England

FROM Jon Schachter, regional coordinator of the Committee for Better Transit, Inc., P.O. Box 3106, Long Island City, N.Y. 11103, comes an urgent request that New York's proposed Second Avenue subway be built as a four-track line instead of two-track as now planned.

"The subway will cost over half-a-billion dollars," the committee points out. "With a project of this magnitude, you must be doubly sure it is done right. As planned by MTA, the proposed subway will neither adequately serve the East Side of Manhattan nor provide the needed high-speed service from the Bronx and Harlem to Lower Manhattan. There is one basic fault in the design: it is a slow, all-local, two-track line.

"With a limited number of stops, much of the East Side will be bypassed. At the same time, there are far too many stops to provide the needed high-speed service from the Bronx and Harlem. Construction of a four-track subway is the only logical action. The two-track facility would be barely sufficient to handle the overload on the IRT Lexington Avenue line. There wouldn't be enough capacity for trains to and from the Bronx.

"A two-track line has severe operational problems. The Transit Authority knows this. That is why the plan includes expensive gimmicks. The stations at 14th and 123rd streets will be three-track facilities. Thus the line will have three four-track segments: from the 72nd Street station to the northern end of the 63rd Street junction, from the southern end of the 63rd Street junction to the United Nations station, and from south of Chatham Square to Whitehall Street. It would be much simpler and only slightly more expensive to use four tracks throughout."



Staten Island Rapid Transit Operating Authority train at Great Kills in '73.
Photograph by Stephen D. Maguire

"WHO has info. on a small, pre-Birney type streetcar, built about 1915 by a man named Walker?" asks Felix E. Reifschneider, P.O. Box 88, Fairton, N.J. 08320. This long-time transit expert and author says the car was supposed to weigh around 10,000 pounds and was designed for a five-year life span.

On another subject, F.E.R. answers a query in these pages as to the manner in which overhead trolley wires were set at crossings with high-voltage rail lines. He says the old Washington, Baltimore & Annapolis crossed the Pennsylvania Railroad's high-voltage AC

route north of Naval Academy Junction. At this point, a sort of overhead catenary turntable allowed the wires of one or the other crossing lines to turn around to make them continuous. The overhead could be moved only 90 degrees and never be connected to both lines at the same time.

Another reader, Fred Miller, 7232 Randolph St., Forest Park, Ill. 60130, says that at the crossing of the Chicago surface lines and the Illinois Central on Stony Island Avenue the catenary between the trolley wires was dead. IC trains would coast over the crossing, but the streetcars had to cross a road on both sides of the IC tracks and thus needed continuous power to start in case of an emergency stop at the tracks.

Operating Museums

THE HISTORIC, fine Como-Harriet Streetcar Line is again operating at 42nd Street station near Hopkins, Minn. (Box 1300) 55343. This attraction has been restored as an operating museum by the Minnesota Transportation Museum in cooperation with the state Parks & Recreation Board. The 1300, an original 1908 Twin Cities electric streetcar, runs on a week-end schedule: Saturdays, 3:30 p.m. till dusk; Sundays and holidays from 1 p.m. till dusk; and Friday evenings from 6:30 until dusk. The fare is a modest 25 cents for adults, 15 for kids, with proceeds going toward the restoration fund.

EAST TROY Trolley Museum in Wisconsin is the first museum of its kind to come under direct control of the Interstate Commerce Commission, according to Ronald Jedlicka of Columbus, Ohio. Apparently this came about through a regular inspection of the six-mile East Troy freight line over which the museum cars operate. Since the line sends and receives freight cars from the Soo Line at Mukwonago, it is subject to ICC control and requirements. We don't know yet how this turn of events will affect the East Troy trolley museum operation. The ICC has some very tight safety requirements.

NORTHERN OHIO Railway Museum, which aims to acquire Peter Witt car 2778 from Toronto Transit Commission, has a new address: P.O. Box 29265, Cleveland, Ohio.

New Electric Publications

***Danville Traction & Power Co.*, by Francis B. Tosh, 20 pages, 8½x11″, with soft cover and stapled binding, may be had for $2.50 from National Capital Trolley Museum, Inc., Box 7082, North Station, Arlington, Va. 22207. Make checks payable to the museum. Danville is a small city in central Virginia, probably best known from the song, *Wreck of the Old 97*. Primarily a cotton mill and tobacco market town, its Main Street is four miles long. In the street railroads days of 1886 it was a logical place to build a car line. Tosh covers the period from the first mule-cars of that year to the introduction of electrics in 1888—the latter being due largly to the difficulty of four mule teams in hauling loaded cars up grades as steep as 7 percent, and to the end of service in 1938. There are photos, a roster, and an easily-read track map. We do not know of any previous coverage of this interesting six-mile line.**

***American Heritage* magazine last February had an 8-page story of early trolley-car days entitled *Gems of Symmetry and Convenience*, by William D. Middleton, who occasionally writes for *Railroad Magazine*. The factual details it covers are similar to those you can find in previous books such as *Trolley Car Treasury* and *The Time of the Trolley*, but the new piece is brightened by 8 pages of color reproductions of old postcards. The hard-cover issue containing it may be had for $5 from *American Heritage*, 1221 Ave. of the Americas, New York, N.Y. 10020.**

***Elevated and Subway Cars of the Interborough Rapid Transit Company and Its Predecessors*, 11x8½″, with soft covers and stapled binding, costs $3.50 per copy from the compiler, Roger Arcara, 1432 Leland Ave., Bronx, N.Y. 10460. This is a set of identification drawings which show 22 different types of equipment used by Interborough Rapid Transit Division in New York City between 1876 and 1938, adapted from company files. Aside from a short introduction, there is no text. Roger is a former assistant editor of *Railroad Magazine* and the author of *Westchester's Forgotten Railway*, a $5.95 book reviewed here last month.**

Robert J. Hughes, 20 Woodland Park, Rochester, N.Y. 14610

Approaching overhead of New Jersey Turnpike at 75mph aboard eastbound PATCO train car 203, between Haddonfield and Ashland stations. Track at extreme left is PRSL line to Atlantic City from Philadelphia, freight only since October 1969.

Erie Lackawanna 914 Alco RS-2 with westbound local at WR tower, Kearny, N.J., on ex-Erie Greenwood Lake line July '66.
Bob Yanosey, 40 Hendel Ave., No. Arlington, N.J.

ERIE LACKAWANNA RAILWAY

Locomotive Roster Compiled by Sy Reich

Railroad Class	Road Numbers	Former Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tract Effort	Weight	Date	Notes
SG-3	26	Erie 26	380	GE	44-ton	B-B	22,000	88,000	1946	1
SG-3	51-53	DL&W 51-53	380	GE	44-ton	B-B	26,400	89,000	1948	2
SA-6A	302	Erie 302	660	Alco	HH 660	B-B	49,600	198,500	1939	1
SA-6A	303-305	Erie 303-305	660	Alco	HH 660	B-B	49,600	198,500	1939	1
SA-6	306	Erie 306	660	Alco-GE	S1	B-B	50,250	201,000	1946	3
SA-6	307-308	Erie 307-308	660	Alco-GE	S1	B-B	50,250	201,000	1946	1,4
SA-6	309	Erie 309	660	Alco-GE	S1	B-B	50,250	201,000	1946	5
SA-6	310-311	Erie 310-311	660	Alco-GE	S1	B-B	50,250	201,000	1947	1
SA-6	312-316	Erie 312-316	660	Alco-GE	S1	B-B	50,250	201,000	1947	1,6
SA-6	317	Erie 317	660	Alco-GE	S1	B-B	50,250	201,000	1950	1
SA-6	318-320	Erie 318-320	660	Alco-GE	S1	B-B	50,250	201,000	1950	1,7
SA-6	321	Erie 321	660	Alco-GE	S1	B-B	50,250	201,000	1950	8
SA-6A	322-323	DL&W 405-406	600	Alco	HH 600	B-B	60,900	203,000	1933	1
SA-6A	324-325	DL&W 409-410	660	Alco	HH 660	B-B	49,500	197,500	1940	1
SE-6	349-359	DL&W 427-437	600	GM-EMD	SW1	B-B	49,500	199,500	1940	1,9
SE-6	360	Erie 360	600	GM-EMD	SW1	B-B	49,190	196,760	1948	1
SE-8	361-365	DL&W 501-505	800	GM-EMD	SW8	B-B	57,820	230,065	1951	10
SE-8	366-369	DL&W 506-509	800	GM-EMD	SW8	B-B	57,820	231,365	1952	
SE-8	370-371	DL&W 510-511	800	GM-EMD	SW8	B-B	57,820	229,825	1953	
SB-6	381-382	Erie 381-382	660	BW	DS 4-4-660	B-B	50,700	202,800	1946	1
SB-6	383	Erie 383	660	BW	DS 4-4-660	B-B	50,700	202,800	1947	1
SB-6	384-385	Erie 384-385	660	BW	DS 4-4-660	B-B	50,700	202,800	1949	1
SB-7	386-389	Erie 386-389	750	BW	DS 4-4-750	B-B	49,700	198,800	1949	1,11
SE-10A	401-403	Erie 401-403	1000	GM-EMC	NW2	B-B	61,700	250,000	1939	12
SE-10	404-413	Erie 404-413	1000	GM-EMD	NW2	B-B	61,800	247,350	1948	
SE-10	414-416	Erie 414-416	1000	GM-EMD	NW2	B-B	61,800	247,350	1948	
SE-10	417-421	Erie 417-421	1000	GM-EMD	NW2	B-B	61,800	247,185	1949	
SE-10	422-427	Erie 422-427	1000	GM-EMD	NW2	B-B	61,800	247,185	1949	
SE-12	428	Erie 428	1200	GM-EMD	SW7	B-B	61,975	247,900	1950	
SE-12	429-430	Erie 429-430	1200	GM-EMD	SW7	B-B	61,975	247,900	1950	
SE-12	431	Erie 431	1200	GM-EMD	SW7	B-B	61,975	247,900	1950	
SE-12	432-433	Erie 432-433	1200	GM-EMD	SW7	B-B	61,975	247,900	1950	
SE-12	434	Erie 434	1200	GM-EMD	SW9	B-B	61,875	247,500	1951	
SE-12	435-438	Erie 435-438	1200	GM-EMD	SW9	B-B	61,875	247,500	1952	
SE-12	439-440	Erie 439-440	1200	GM-EMD	SW9	B-B	61,875	247,500	1952	
SE-10	441-445	DL&W 461-465	1000	GM-EMD	NW2	B-B	62,500	247,000	1945	
SE-12	446-448	DL&W 551-553	1200	GM-EMD	SW9	B-B	62,185	248,780	1951	
SE-12	449-452	DL&W 554-557	1200	GM-EMD	SW9	B-B	62,185	247,256	1952	
SE-12	453-455	DL&W 558-560	1200	GM-EMD	SW9	B-B	62,185	247,110	1953	
SE-12	456-463	DL&W 561-568	1200	GM-EMD	SW1200	B-B	62,185	246,180	1957	
SA-10	500	Erie 500	1000	Alco-GE	S2	B-B	57,500	230,000	1946	1
SA-10	501-503	Erie 501-503	1000	Alco-GE	S2	B-B	57,500	230,000	1946	1
SA-10	504-508	Erie 504-508	1000	Alco-GE	S2	B-B	57,500	230,000	1946	1,15

Erie Lackawanna Notes

Roster is based on data from EL chief mech. officer; George R. Silcott; BEDT's supt. of maintenance; Martin Marietta Aggregates' vice pres.; T&N's administrative asst., Central Ohio Coal's accounting and stores supvr.; Vulcan Materials; Mississippian's supt. m.p.; Hercules' supervising engineer; R&N's gen. mgr.; VBR; Duffy & Son; Wheeling Pittsburgh Steel's manager-transportation services; Republic Steel's district accountant; Reynolds Metals' department supervisor; Armco Steel; D&S' senior vice pres.; Striegel Supply & Equipment; and CHP's gen. supt. motive power and rolling stock. Roster is accurate as of Dec. 31, 1972.

Abbreviations used: DL&W, Delaware, Lackawanna & Western; D&H, Delaware & Hudson; GE, General Electric Co.; Alco, American Locomotive Works; Alco-GE, American Locomotive Co.-General Electric Co.; GM-EMD, General Motors-Electro Motive Div.; GM-EMC, General Motors-Electro Motive Corp.; BW, Baldwin-Westinghouse; BLHW, Baldwin-Lima-Hamilton-Westinghouse; LH, Lima-Hamilton; FM, Fairbanks-Morse; Alco Pr., Alco Products; Tractive effort and weight in pounds.

(1) These units, not accounted for elsewhere, are no longer on the roster: 26, 302-305, 308, 310-311, 315, 317, 319-320, 322-325, 353, 360, 381-386, 388; 503, 509-510, 516, 519, 524, 535-536, 538, 543-545, 547 plus 5 others from the groups 500-519 and 528-539; 523, 540-541, 545, 547, 549. 600-601, 608, 611, 619-620, 622-627, 811, 900-901; one unit from the group 903-913, 951-954; 950, 1012, 1030, 1032, 1100-1101, 1104, 1109, 1118, 1152, 1155, 1161, 1860-1861, 6011, 6012, 6014, 6021, 6022, 6024, 6031, 6032, 6034, 6041, 6042, 6044, 6052, 6512, 6522, 6531, 6561, 6571, 6611, 6572, 6602, 6622, 7001-7004, 7011-7014, 7021-7024, 7031-7034, 7051-7054, 7084, 7063, 7072, 7083, 7142, 7264, 7271, 7262, 7273, 7324, 7313, 7341, 7351, 7354, 7361, 7374, 7362, 7381, 7391, 7394, 7382, 8001, 8004, 8011, 8014, 8021, 8024, 8031, 8041, 8051, 8054, 8061, 8064, 8002, 8022, 8042, 8052, 8062, 8411, 8414, 8421, 8424, 8431, 8451, 8442.

(2) 51 sold to Hoosac Tunnel & Wilmington, renumbered 32. 52 sold to Claremont & Concord, renumbered 41. 53 sold to Weston & Brooker Crushed Stone, renumbered 53 (1968); then inherited by Martin Marietta Aggregates, renumbered 18562.

(3) 306 sold to Texas & Northern, renumbered 12.

(4) 307 sold to Brooklyn Eastern District Terminal, renumbered 25 (1968).

SA-10	509	Erie 509	1000	Alco-GE	S2	B-B	57,500	230,000	1947	1
SA-10	510-511	Erie 510-511	1000	Alco-GE	S2	B-B	57,500	230,000	1947	1
SA-10	512	Erie 512	1000	Alco-GE	S2	B-B	57,500	230,000	1947	1
SA-10	513-514	Erie 513-514	1000	Alco-GE	S2	B-B	57,500	230,000	1947	1
SA-10	515-519	Erie 515-519	1000	Alco-GE	S2	B-B	57,500	230,000	1948	1,16
MSA-10	520-523	Erie 520-523	1000	Alco-GE	S2	B-B	58,125	232,500	1949	1
SA-10	524-525	Erie 524-525	1000	Alco-GE	S2	B-B	57,500	230,000	1949	1
MSA-10	526	Erie 526	1000	Alco-GE	S4	B-B	58,125	232,500	1951	
MSA-10	527	Erie 527	1000	Alco-GE	S4	B-B	58,125	232,500	1952	
SA-10	528-529	Erie 528-529	1000	Alco-GE	S4	B-B	57,500	230,000	1952	1,16
SA-10	530-532	D&H 3012, 3014, 3016	1000	Alco-GE	S2	B-B	57,500	230,000	1947	1
SA-10	533	D&H 3017	1000	Alco-GE	S2	B-B	57,500	230,000	1947	13
SA-10	534-535	DL&W 475-476	1000	Alco-GE	S2	B-B	57,750	231,000	1945	1,13
SA-10	536-538	DL&W 477-479	1000	Alco-GE	S2	B-B	57,750	231,000	1945	1,13
SA-10	539	DL&W 480	1000	Alco-GE	S2	B-B	57,750	231,000	1948	1
MSA-10	540	DL&W 481	1000	Alco-GE	S2	B-B	57,750	231,000	1948	1
MSA-10	541-542	DL&W 482-483	1000	Alco-GE	S2	B-B	57,750	231,000	1949	15
SA-10	543-547	DL&W 484-488	1000	Alco-GE	S2	B-B	57,750	231,000	1949	1,14
SA-10	548-550	DL&W 489-491	1000	Alco-GE	S2	B-B	57,750	231,000	1949	1,13
SB-10A	600-601	Erie 600-601	1000	BW	DS 4-4-1000	B-B	61,425	245,700	1946	1
SB-10	602-604	Erie 602-604	1000	BW	DS 4-4-1000	B-B	61,425	245,700	1948	17
SB-10	605-606	Erie 605-606	1000	BW	DS 4-4-1000	B-B	61,425	245,700	1948	17
SB-10	607-608	Erie 607-608	1000	BW	DS 4-4-1000	B-B	61,425	245,700	1949	1,18
SB-10	609-610	Erie 609-610	1000	BW	DS 4-4-1000	B-B	58,110	232,450	1949	18
SB-10	611-615	Erie 611-615	1000	BW	DS 4-4-1000	B-B	58,110	232,450	1949	1,18, 19
SB-10	616	Erie 616	1000	BW	DS 4-4-1000	B-B	58,110	232,450	1949	20
SB-12	617-618	Erie 617-618	1200	BLHW	S-12	B-B	59,325	237,300	1951	18,21
SB-12	619-628	Erie 619-628	1200	BLHW	S-12	B-B	59,325	237,300	1952	1,22
MSL-10	650-655	Erie 650-655	1000	LH	Yd. Sw.	B-B	60,300	241,250	1949	23
MSL-10	656-657	Erie 656-657	1000	LH	Yd. Sw.	B-B	60,300	241,250	1949	23
MSL-10	658-659	Erie 658-659	1000	LH	Yd. Sw.	B-B	60,300	241,250	1949	23
MSL-12	660-664	Erie 660-664	1200	LH	Yd. Sw.	B-B	62,350	249,400	1950	23
MSL-12	665	Erie 665	1200	LH	Yd. Sw.		62,350	249,400	1950	23
MFE-36D-6	801	D&H 801	3600	GM-EMD	SD45	C-C	82,100	390,000	1966	43
MFE-36D-6	802-803	D&H 802-803	3600	GM-EMD	SD45	C-C	82,100	390,000	1966	43
PE-22	809	DL&W 820	2250	GM-EMD	E8A	A1A-A1A	55,200	330,780	1951	
PE-22	810-811	DL&W 810-811	2250	GM-EMD	E8A	A1A-A1A	55,200	330,700	1951	1,24
PE-22	812-819	DL&W 812-819	2250	GM-EMD	E8A	A1A-A1A	55,200	330,640	1951	
PE-22	820-833	Erie 820-833	2250	GM-EMD	E8A	A1A-A1A	55,380	332,270	1951	
PA-20	850-854	Erie 850-854	2000	Alco-GE	PA-2	A1A-A1A	51,550	309,300	1949	25
PA-20	855-857	Erie 855-857	2000	Alco-GE	PA-2	A1A-A1A	51,550	309,300	1949	25
PA-20	858-859	Erie 858-859	2000	Alco-GE	PA-2	A1A-A1A	51,550	309,300	1949	25
PA-20	860-861	Erie 860-861	2000	Alco-GE	PA-2	A1A-A1A	51,550	309,300	1949	25
PA-22	862-863	Erie 862-863	2250	Alco-GE	PA-3	A1A-A1A	52,400	314,560	1951	25
MPSA-15	900-901	Erie 900-901	1500	Alco-GE	RS-2	B-B	61,050	244,200	1949	1
MPSA-15	902-904	Erie 902-904	1500	Alco-GE	RS-2	B-B	61,050	244,200	1949	1,26
MPSA-15	905-913	Erie 905-913	1500	Alco-GE	RS-2	B-B	61,050	244,200	1949	1,27
MPSA-16	914-915	Erie 914-915	1600	Alco-GE	RS-3	B-B	61,925	247,700	1950	
MPSA-16	916-923	Erie 916-923	1600	Alco-GE	RS-3	B-B	61,925	247,700	1951	28
MPSA-16	924-927	Erie 924-927	1600	Alco-GE	RS-3	B-B	61,925	247,700	1952	
MPSA-16	928-933	Erie 928-933	1600	Alco-GE	RS-3	B-B	61,925	247,700	1953	
MPSA-15	950	Erie 950	1500	Alco-GE	RS-2	B-B	61,025	244,100	1949	1,29
MPSA-15	951-954	Erie 951-954	1500	Alco-GE	RS-2	B-B	61,025	244,100	1949	1,29
MFSA-16	1004	?	1600	Alco-GE	RS-3	B-B	?	?	?	
MFSA-16	1005-1006	Erie 1005-1006	1600	Alco-GE	RS-3	B-B	59,280	237,120	1950	
MFSA-16	1007-1016	Erie 1007-1016	1600	Alco-GE	RS-3	B-B	60,000	239,950	1950	1,30
MFSA-16	1017-1018	Erie 1017-1018	1600	Alco-GE	RS-3	B-B	60,000	239,950	1950	
MFSA-16	1019-1026	Erie 1019-1026	1600	Alco-GE	RS-3	B-B	61,725	246,900	1951	
MFSA-16	1027-1028	Erie 1027-1028	1600	Alco-GE	RS-3	B-B	60,000	239,950	1951	
MFSA-16D	1029-1036	Erie 1029-1036	1600	Alco-GE	RS-3	B-B	61,775	247,100	1952	1
MFSA-16D	1037-1038	Erie 1037-1038	1600	Alco-GE	RS-3	B-B	61,775	247,100	1952	
MFSA-16-4	1039-1042	DL&W 901-904	1600	Alco-GE	RS-3	B-B	61,500	246,920	1950	
MFSA-16D-4	1043-1048	DL&W 905-910	1600	Alco-GE	RS-3	B-B	62,060	248,240	1951	
MFSA-16D-4	1049-1056	DL&W 911-918	1600	Alco-GE	RS-3	B-B	62,230	248,930	1952	
MFSB-15	1100-1105	Erie 1100-1105	1500	BW	DRS 4-4-1500	B-B	62,750	251,000	1949	1,31
MFSB-16	1106-1110	Erie 1106-1110	1600	BLHW	AS16	B-B	61,625	246,500	1951	1,32
MFSB-16	1111-1112	Erie 1111-1112	1600	BLHW	AS16	B-B	61,625	246,500	1951	33
MFSB-16	1113-1120	Erie 1113-1120	1600	BLHW	AS16	B-B	61,825	247,300	1952	1,34
MPSB-16	1140	Erie 1140	1600	BLHW	AS16	B-B	66,450	265,800	1951	35
MFSB-15A	1150	Erie 1150	1500	BW	DRS 6-6-1500	C-C	82,925	331,700	1950	36
MFSB-15A	1151-1152	Erie 1151-1152	1500	BW	DRS 6-6-1500	C-C	82,925	331,700	1950	1,37
MFSB-15AD	1153	Erie 1153	1500	BW	DRS 6-6-1500	C-C	81,975	327,900	1950	38
MFSB-15AD	1154-1161	Erie 1154-1161	1500	BW	DRS 6-6-1500	C-C	81,975	327,900	1950	1,39
MFSE-15	1200-1201	Erie 1200-1201	1500	GM-EMD	GP7	B-B	61,700	246,800	1950	
MFSE-15D	1202-1223	Erie 1202-1223	1500	GM-EMD	GP7	B-B	60,250	241,000	1950	
MFSE-15	1224-1227	Erie 1224-1227	1500	GM-EMD	GP7	B-B	61,125	244,500	1951	
MFSE-15	1228-1233	Erie 1228-1233	1500	GM-EMD	GP7	B-B	61,125	244,500	1952	
MFSE-15	1234-1246	Erie 1234-1246	1500	GM-EMD	GP7	B-B	61,700	246,800	1952	
MFSE-17D	1260-1265	Erie 1260-1265	1750	GM-EMD	GP9	B-B	61,800	247,200	1956	
MFSE-15D-4	1270-1273	DL&W 951-954	1500	GM-EMD	GP7	B-B	61,439	245,712	1951	
MFSE-15D-4	1274	DL&W 955	1500	GM-EMD	GP7	B-B	61,439	246,582	1951	
MFSE-15D-4	1275-1284	DL&W 956-965	1500	GM-EMD	GP7	B-B	62,500	249,740	1952	
MPSE-15	1400	Erie 1400	1500	GM-EMD	GP7	B-B	61,925	247,700	1950	
MPSE-15	1401-1403	Erie 1401-1403	1500	GM-EMD	GP7	B-B	61,925	247,700	1950	40
MPSE-15	1404	Erie 1404	1500	GM-EMD	GP7	B-B	61,925	247,700	1952	
MPSE-15-4	1405-1409	DL&W 966-970	1500	GM-EMD	GP7	B-B	63,750	255,000	1953	
MPFM-24D-4	1850-1859	DL&W 850-859	2400	FM	H24-66	C-C	93,750	377,780	1953	41
MPFM-24D-4	1860-1861	DL&W 860-861	2400	FM	H24-66	C-C	93,750	375,966	1956	1
MFFM-16D-4	1930-1935	DL&W 930-935	1600	FM	H16-44	B-B	61,500	244,400	1952	42
MFA-24D-6	2401-2415	——	2400	Alco Pr.	DL-640A	B-B	?	?	1963	
MFA-25D-6	2451-2462	——	2500	Alco Pr.	DL-425	B-B	?	?	1964	
MFG-25D-6	2501-2512	——	2500	GE	U25B	B-B	?	?	1964	
MFG-25D-6	2513-2527	——	2500	GE	U25B	B-B	?	?	1965	
MFE-25D-6	2551-2562	——	2500	GM-EMD	GP35	B-B	?	?	1964	
MFE-25D-6	2563-2586	——	2500	GM-EMD	GP35	B-B	?	?	1965	
MFG-33D-6	3301-3306	——	3300	GE	U33C	C-C	?	?	1968	44
MFG-33D-6	3307-3315	——	3300	GE	U33C	C-C	?	?	1969	45
MFG-36D-6	3316-3328	——	3600	GE	U36C	C-C	?	?	1972	
MCPG-34-8	3351-3373	——	3400	GE	U34CH	C-C	?	?	1970-1	46
MFE-36D-6	3601-3620	——	3600	GM-EMD	SD45	C-C	?	?	1967	
MFE-36D-6	3621-3634	——	3600	GM-EMD	SD45	C-C	?	?	1968	
MFE-36D-6A	3635-3653	——	3600	GM-EMD	SD45	C-C	?	?	1969	45
MFE-36D-6A	3654-3668	——	3600	GM-EMD	SD45	C-C	?	?	?	47
MFE-36D-6B	3669-3681	——	3600	GM-EMD	SD45-2	C-C	?	?	1972	

(5) 309 sold to Andrew A. Merilees; then to Falconbridge Nickel Mines, renumbered 103 (1968).

(6) 312 sold to Vulcan Materials, renumbered 4685 (1967). 313 sold to Central Ohio Coal Co., renumbered 81900. 314 sold to George R. Silcott, renumbered 314; then to Mississippian Ry., renumbered 314 (4/67). 316 sold to Gulf Oil (1968).

(7) 318 sold to Vulcan Materials, renumbered 4696 (1967).

(8) 321 sold to George R. Silcott; then to Mississippian, renumbered 321 (4/67).

(9) 349 sold to Virginia Blue Ridge, renumbered 11 (1963). Now being cannibalized for parts. 350 sold to Hercules, Inc., renumbered 63 (1963). 351 sold to George R. Silcott and Whisler Equipment, renumbered 351; then to Rockton & Rion, renumbered 1. 352 sold to VBR, renumbered 10 (1963). 354 sold to VBR, renumbered 12 (1963). 355 sold to Vermont Ry., renumbered 5 (1965); then sold to Andrew Merilees (10/66). 356 sold to George R. Silcott, renumbered 356; then sold to Louisiana Midland, renumbered 356 (1963); then sold to Dixie Sand & Gravel, renumbered 356; then sold to George R. Silcott, renumbered 356. 357 sold to George R. Silcott and Whisler Equipment, then sold to Kelly Contractors, renumbered 357, 358 sold to Birmingham Rail & Locomotive. 359 sold to Duffy & Son, renumbered 359, then sold to Morse & Ory, renumbered 359; then sold to Louisiana Eastern, renumbered ?.

(10) 361 sold to George R. Silcott, renumbered 361; then to Wheeling Pittsburgh Steel, renumbered 7.

(11) 387, 389 sold to Midwest Steel.

(12) 403 sold to Precision Engineering, renumbered 403; then to George R. Silcott, renumbered 403; then to Midwest Steel, renumbered ?; then to Republic Steel; renumbered 905.

(13) 533-534, 537, 548, 550 sold to Naporano Iron & Metal; then scrapped.

(14) 543 sold to Reynolds Metals, renumbered 543. 544 sold to George R. Silcott, renumbered 544; then sold to General Electric, rebuilt; then sold to Island Creek Coal, renumbered 2.

(15) 504, 541 sold to George R. Silcott, renumbered 504, 541; then sold to GE.

(16) 518, 528 sold to George R. Silcott and Hyman-Michaels, renumbered 518, 528.

(17) 602-606 sold to Midwest Steel.

(18) 607, 609-610, 613, 615, 617 sold to GE.

(19) 612 sold to Naporano Iron & Metal. 614 sold to NI&M, then to Midwest Steel.

(20) 616 sold to NI&M, then to Midwest Steel.

(21) 618 sold to Midwest Steel.

(22) 621, 628 sold to NI&M. 621 resold to Auto Train, renumbered 621 (1972).

(23) 650-651 sold to Precision Engineering. 652 sold to Armco Steel, being used for parts. 653 sold to Armco Steel, renumbered E132. 654-655 sold to Armco Steel, being used for parts. 656 sold to Precision Engineering. 657-658 sold to Armco Steel, being used for parts. 659 sold to Armco Steel, renumbered E134. 660 sold to Precision Engineering. 661 sold to Armco Steel, renumbered E131. 662 sold to Armco Steel, being used for parts. 663 sold to Armco Steel, renumbered E133. 664 sold to Armco Steel, being used for parts. 665 sold to Armco Steel, renumbered E135.

(24) 810-811 were originally GM-EMD 810-811; then DL&W 810-811; then EL 810-811.

(25) 850-863 sold to GM-EMD in trade for new power.

(26) 902 wrecked, scrapped (1966).

(27) 911 sold to GE.

(28) 919 wrecked, scrapped (1967).

(29) 905-954 were originally Erie 1000-1004; then Erie 950-954; then EL 950-954.

(30) 1011 wrecked, scrapped (1966).

(31) 1102-1103 sold to Streigel Supply & Equipment, scrapped. 1105 rebuilt to hump trailer, renumbered B66 (1965).

(32) 1106-1108 sold to SS&E, scrapped. 1110 scrapped.

(33) 1111-1112 were sold to SS&E, scrapped.

(34) 1113-1117, 1119-1120 sold to SS&E. 1116 resold to the Durham & Southern, being used for parts. Remaining units were scrapped.

(35) 1140 sold to SS&E, scrapped.

(36) 1150 rebuilt to hump trailer B65 (1965).

(37) 1151 scrapped.

(38) 1153 sold to Naporano Iron & Metal.

(39) 1154 was sold to SS&E, scrapped (1966). 1156-1158 sold to NI&M. 1159 sold to SS&E (1966). 1160 sold to NI&M.

(40) 1402 wrecked, scrapped (1965).

(41) 1850-1859 sold to SS&E (1968). 1850-1855, 1857, 1859 scrapped.

(42) 1930-1935 sold to SS&E, renumbered 1930-1935 (1966); then to Ferrocarril de Chihuahua al Pacifico, renumbered 526-531. CHP 527 and 529 scrapped.

(43) 801-803 were originally GM-EMD demonstrators 4354, 4352-4353; then D&H 801-803. Now leased to EL as EL 801-803.

(44) 3301-3303 are leased to D&H as D&H 751-753.

(45) 3307-3315, 3635-3653 are leased from the Norfolk & Western.

(46) 3351-3373 are leased from State of New Jersey.

(47) 3654-3668 are leased from Girard Trust Bank.

(48) These units (B-B)x(B-B)x(B-B) wheel arrangement.

(49) These units sold to GM-EMD in trade for new power: 6054, 6062, 6064, 6211, 6214, 6511, 6521, 6532, 6541, 6542, 6551, 6562, 6581, 6582, 6592, 6612, 7041-7044, 7061, 7064, 7074, 7073, 7141,

FE-13DD	6011, 6012, 6014, 6021, 6022, 6024, 6031, 6032, 6034, 6041, 6042, 6044	DL&W 601A,B, C-604A,B,C	4050	GM-EMD	FTAxFTBx FTA	——	173,000	692,200	1945	1,48
FE-15D	6054, 6061, 6064	DL&W 605C, 606A,C	1500	GM-EMD	F3A	B-B	57,800	231,200	1946	49
FE-15D	6052, 6062	DL&W 605B-606B	1500	GM-EMD	F3B	B-B	57,800	231,200	1946	49
FE-15AD	6111, 6114	DL&W 611A,C	1500	GM-EMD	F7A	B-B	57,800	231,200	1949	
FE-15AD	6112	DL&W 611B	1500	GM-EMD	F7B	B-B	57,800	231,200	1949	
FE-15D	6211, 6214	DL&W 621A,C	1500	GM-EMD	F3A	B-B	58,600	234,000	1948	49
FE-15D	6212	DL&W 621B	1500	GM-EMD	F3B	B-B	58,600	234,000	1948	50
FE-15AD	6311, 6314	DL&W 631A,C	1500	GM-EMD	F7A	B-B	58,100	232,300	1949	50
FE-15AD	6321, 6331, 6341, 6351, 6361	DL&W 632A-636A	1500	GM-EMD	F7A	B-B	58,100	232,300	1949	
FE-15AD	6322, 6332, 6342, 6352	DL&W 632B-635B	1500	GM-EMD	F7B	B-B	58,100	232,300	1949	
FE-15AD	6362	DL&W 636B	1500	GM-EMD	F7B	B-B	58,100	232,300	1949	
FE-13D	6511, 6512, 6521, 6522, 6531, 6532, 6541, 6542	DL&W 651A,B-654A,B	2700	GM-EMD	FTAxFTB	——	118,100	472,400	1945	1,49, 51
FE-15D	6551, 6561	DL&W 655A-656A	1500	GM-EMD	F3A	B-B	59,000	236,300	1947	1,49
FE-15D	6552, 6562	DL&W 655B-656B	1500	GM-EMD	F3B	B-B	59,000	236,300	1947	49,52
FE-15D	6571, 6581, 6591, 6601, 6611, 6621	DL&W 657A-662A	1500	GM-EMD	F3A	B-B	59,000	236,300	1948	1,49, 50,53
FE-15D	6572, 6582, 6592, 6602, 6612, 6622	DL&W 657B-662B	1500	GM-EMD	F3B	B-B	59,000	236,300	1948	1,49
FE-13D	7001, 7002, 7004, 7003, 7011, 7012, 7014, 7013, 7021, 7022, 7024, 7023, 7031, 7032, 7034, 7033, 7041, 7042, 7044, 7043, 7051, 7052, 7054, 7053	Erie 700A, B,D,C-705ABDC	2700	GM-EMD	FTAxFTB	——	115,800	462,600	1944	1,49, 51
FE-15D	7061, 7064, 7071, 7074, 7081, 7084	Erie 706A,D-708A,D	1500	GM-EMD	F3A	B-B	58,800	234,765	1947	1,49, 50,54
FE-15D	7062, 7063, 7072, 7073, 7082, 7083	Erie 706B,C-708B,C	1500	GM-EMD	F3B	B-B	56,900	226,925	1947	1,49, 50
FE-15AD	7091, 7094 7101, 7104	Erie 709A,D-710A,D	1500	GM-EMD	F3A	B-B	58,800	232,950	1949	
FE-15AD	7092, 7093 7102, 7103	Erie 709B,C-710B,C	1500	GM-EMD	F3B	B-B	56,900	227,675	1949	
FE-15AD	7111, 7114	Erie 711A,D	1500	GM-EMD	F7A	B-B	57,800	232,950	1950	
FE-15AD	7112, 7113	Erie 711B,C	1500	GM-EMD	F7B	B-B	56,900	227,675	1950	
FE-15AD	7121, 7124	Erie 712A,D	1500	GM-EMD	F7A	B-B	57,750	232,000	1951	
FE-15AD	7122, 7123	Erie 712B,C	1500	GM-EMD	F7B	B-B	57,000	229,850	1951	
FE-15AD	7131, 7134	Erie 713A,D	1500	GM-EMD	F7A	B-B	57,750	232,000	1951	55
FE-15AD	7132	Erie 713B	1500	GM-EMD	F7B	B-B	57,000	229,850	1951	55
FE-15AD	7133	Erie 713C	1500	GM-EMD	F7B	B-B	57,000	229,850	1952	
FE-15D	7141, 7144	Erie 714A,D	1500	GM-EMD	F3A	B-B	56,500	226,170	1948	49,56
FE-15D	7142, 7143	Erie 714B,C	1500	GM-EMD	F3B	B-B	55,000	219,850	1948	1,56 59
FA-15D	7251, 7254, 7261, 7264, 7271, 7274	Erie 725A,D-727A,D	1500	Alco-GE	FA-1	B-B	59,500	238,000	1947	1,50, 57,58
FA-15D	7252, 7253, 7262, 7263, 7272, 7273, 7282, 7283	Erie 725B,C-728B,C	1500	Alco-GE	FB-1	B-B	57,500	230,000	1947-8	1,50, 57,58
FA-15D	7281, 7284, 7291, 7294, 7301, 7304, 7311, 7314, 7321, 7324	Erie 728A,D-732A,D	1500	Alco-GE	FA-1	B-B	59,500	238,000	1948	1,50, 57,58
FA-15D	7292, 7293, 7302, 7303, 7312, 7313, 7322, 7323, 7332, 7333	Erie 729B,C-733B,C	1500	Alco-GE	FB-1	B-B	57,500	230,000	1948	1,50, 57,58
FA-15D	7331, 7334	Erie 733A,D	1500	Alco-GE	FA-1	B-B	59,500	238,000	1948	50,58
FA-15D	7341, 7344, 7351, 7354	Erie 734A,D-735A,D	1500	Alco-GE	FA-1	B-B	59,500	238,000	1949	1,50
FA-15D	7342, 7343, 7352, 7353	Erie 734B,C-735B,C	1500	Alco-GE	FB-1	B-B	57,500	230,000	1949	50,58
FA-16D	7361, 7364, 7371, 7374	Erie 736A,D-737A,D	1600	Alco-GE	FA-2	B-B	60,800	242,950	1950	1,50
FA-16D	7362, 7363, 7372, 7373	Erie 736B,C-737B,C	1600	Alco-GE	FB-2	B-B	60,400	241,400	1950	1,50
FA-16D	7381, 7384, 7391, 7394	Erie 738A,D-739A,D	1600	Alco-GE	FA-2	B-B	62,200	248,350	1951	1,50
FA-16D	7382, 7383, 7392, 7393	Erie 738B,C-739B,C	1600	Alco-GE	FB-2	B-B	62,000	247,650	1951	1,50
FE-15	8001, 8004, 8011, 8014, 8021, 8024, 8031, 8034, 8041, 8044, 8051, 8054, 8061, 8064	Erie 800A,D-806A,D	1500	GM-EMD	F3A	B-B	61,000	244,000	1947	1,49
FE-15	8002, 8012, 8022, 8032, 8042, 8052, 8062	Erie 800B-806B	1500	GM-EMD	F3B	B-B	62,000	248,000	1947	1,49
PE-15	8411, 8414, 8421, 8424	DL&W 801A,C-802A,C	1500	GM-EMD	F3A	B-B	61,200	244,500	1946	1
PE-15	8412, 8422	DL&W 801B-802B	1500	GM-EMD	F3B	B-B	61,200	244,500	1946	49
PE-15	8431, 8434, 8441, 8444, 8451, 8454	DL&W 803A,C-805A,C	1500	GM-EMD	F3A	B-B	61,200	244,500	1947	1,49
PE-15	8432, 8442, 8452	DL&W 803B-805B	1500	GM-EMD	F3B	B-B	61,200	244,500	1947	1,49

7144, 8034, 8044, 8012, 8032, 8412, 8422, 8434, 8441, 8444, 8454, 8432, 8452.

(50) These units sold to GE in trade for new power: 6212, 6314, 6591, 6621, 7081, 7062, 7082, 7254, 7274, 7253, 7263, 7282, 7283, 7281, 7291, 7301, 7311, 7314, 7292, 7302, 7303, 7312, 7322, 7323, 7333, 7331, 7341, 7343, 7352, 7364, 7371, 7363, 7372, 7373, 7384, 7383, 7392, 7393.

(51) These units (B-B)x(B-B) wheel arrangement.

(52) 6552 wrecked, scrapped (1965).

(53) 6601 wrecked, scrapped (1965).

(54) 7071 wrecked, scrapped (1965).

(55) 7131, 7132, 7134 were originally Erie 807A, B, D; then Erie 713A,B,D; then EL 7131, 7132, 7134.

(56) 7141-7144 were originally N.Y., Ontario & Western 821, 821B, 822B, 822; then Erie 714A,B,C,D; then EL 7141-7144.

(57) 7251-7254, 7261-7264, 7271-7274, 7281-7284, 7291-7294, 7301-7304, 7311-7314, 7321-7324 were originally Erie 709A,B,C,D-716A,B,C,D; then Erie 725A,B,C,D-732A,B,C,D (1948-9); then EL 7251-7254, 7261-7264, 7271-7274, 7281-7284, 7291-7294, 7301-7304, 7311-7314, 7321-7324.

(58) These units were sold to Alco Pr. in trade for new power: 7251, 7261, 7252, 7272, 7284, 7294, 7304, 7321, 7293, 7332, 7334, 7353.

(59) 7143 wrecked, scrapped (1965).

Abandonment of Trackage

Southern Pacific—7.11 miles, Arlington to Corona, Calif.; 11.101 miles, over Santa Fe, Riverside Jct., to May, Calif.; .463 miles, Westmoreland branch, near Calipatria, Calif.

Reading—2.52 miles, Coal Castle to Heckscherville; 61 miles. Buckley to Coal Castle; 2.2 miles, Norristown; .18 miles, Shamokin to Fairview; 2.54 miles, Dunkelbergers; .19 miles, Muncy; 1.97 miles, Good Springs to Keffers; 2.28 miles, Mechanicsville to Wadesville, all in Pennsylvania.

Burlington Northern—6.26 miles, Amazonia to Savannah, Mo.; .87 miles, Hill City to Keystone, S.D.; 15.65 miles, Chariton to Humeston, Iowa.

Carolina & Northwestern—22.8 miles, York to Chester, S.C.

Penn Central—8.6 miles, trackage rights on B&O, Indiana to Cummings, Pa., and 14.5 miles, Creekside to Coal Run, Pa.; also 19.1 miles, Waynesboro secondary track from junction with Cumberland Valley branch north of Chambersburg to Waynesboro, Pa.; 1.4 miles, Brookville track branch, Jefferson County, Pa.; 2.7 miles, Cherry Valley industrial track, Burgettstown to Cherry Valley, Pa.; 6.1 miles, Langeloth branch, Burgettstown to Studa, Pa.; 0.8 miles, New Holland secondary track, Downington, Pa.; 10.5 miles, operations over EL, Batavia to Attica, N.Y.; 21.7 miles, Bellefonte secondary track, Lemont to Coburn, Pa.; 0.18 miles, Ft. Wayne side, Pittsburgh, Pa., station, and 0.23 miles, Panhandle side of station; 44 miles, portion of Thurston secondary track, Mt. Gilead to Heath, Ohio; 1.3 miles, portion of Opossum Run branch, Connellsville, Pa.; 13 miles, Limedale to Brazil, Ind.; 10.8 miles, portion of Springfield branch, Arcanum to Glen Karn, Ohio; 0.5 miles, Oxford Road branch, Philadelphia, Pa.; 1.2 miles, Everson and Broad Ford branch, Westmoreland County, Pa.; 39.2 miles, portion of Northern Central branch, Cockeysville, Md., to Hyde, Pa.

Cleveland, Cincinnati, Chicago & St. Louis (Penn Central)—27.8 miles, Carthage to Greensburg, Ind.; 8.6 miles, Hebron to Thurston, Ohio; 16.9 miles, Berwick to Spore, Ohio.

Shamokin Valley & Pottsville (Haas Head) and Penn Central—0.3 miles, Sunbury, Pa.

Cleveland & Pittsburgh and Penn Central—1.4 miles, portion Beaver Valley R.R., Vanport to Beaver, Pa.

Illinois Central Gulf—23.98 miles, Grand Tower to McClure, Ill.

St. Joseph & Grand Island—0.92 miles, Hastings, Neb., acquiring UP's Hastings branch trackage rights.

Live Oak, Perry & South Georgia—12.73 miles, Mayo Jct. to Mayo, Fla.

Milwaukee—5.94 miles, Oxford Jct. to Wyoming, Iowa.

Chesapeake & Ohio—.47 miles, portion Bay Port branch, McKinley Township, Mich.

Santa Fe—16.8 miles, Entro to Iron King, Ariz.

Total miles of abandonment authorized by ICC for May, 1973—392.894.

Proposed Abandoments

Norfolk & Western—portion of Sewells Point branch, Norfolk, Va.

Ann Arbor—end all operations, including car ferry routes, north and west of Thompsonville, Mich.

Santa Fe—west of Ardmore to Ringling, Okla.

Penn Central—Wilmington Jct. to Wilmington, Del.; portion of Stoughton branch, Stoughton to Easton, Mass.; East Longmeadow secondary track, Hazardville to East Windsor, Conn.; industrial track, Penn Yan to Dresden, N.Y.; Centerville to Lytle, Ohio; portion of Fort Wayne branch, Lynn to Ridgeville, Ind.; portion of Ridgeville secondary track, Portland to Monroe, Ind.; Elwood to Kokomo, Ind.; Chatauqua branch, Chataugua and Erie counties, N.Y.

Cleveland, Cincinnati, Chicago & St. Louis (Penn Central)—Lynn to New Castle, Ind.

Burlington Northern—New Raymer, Colo., to Carpenter, Wyo.

Baltimore & Eastern—portion Denton track, Queen Anne to Queenstown, Md.

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits.
Address Miss Barbara Kreimer, *Railroad Magazine*,
No questions will be answered by mail or telephone.

1 ***Is it true that rails laid north-south on a roadbed outlast those laid east-west?***

No. We've heard a story, though, that the earth's rotation causes locomotive wheels to press harder on western rails than on eastern rails; but the difference, if any, is so microscopic that it would be almost impossible to measure.

2 ***Was there ever a Kansas City, Wyandotte & Northeastern?***

Not that we know of. You may mean the Kansas City, Wyandotte & Northwestern, which was a consolidation, in 1887, of a company by that name (organized in 1885) and the Leavenworth & Olathe (1886). The line was opened in 1888 almost to the Nebraska state line near Summerfield. In 1893 it was reorganized as the Kansas City Northwestern, which, by taking over the Kansas City & Beatrice in 1897, finally extended from Kansas City, Kan., to Virginia, Nebr., 162 miles. It was abandoned in 1918.

3 ***I am a switchman out of work. Does claiming unemployment benefits obligate me to accept any job offered?***

No. Generally you may refuse an offer outside your normal occupation, or one with unsafe working conditions or with pay much below that you have been getting. However, if you reject suitable work without good cause, you can be disqualified from receiving benefits for 30 days.

4 ***Any information on the Good valve gears?***

No. You must have in mind the Gooch valve gear, which resembled the Stephenson motion, except that the link hanger hung from a fixed pivot. Reversing was accomplished by raising or lowering a radius rod and link block. This type thus had a constant lead in all positions (as did the Walschaert), instead of the Stephenson's increase as gear was hooked up.

5 ***Where did the Valdosta, Moultrie & Western operate?***

In Georgia. Chartered in 1909, it began operating a year later between Valdosta and Moultrie, 42 miles, and in 1916 had two locos and 20 cars. It disappeared many years ago.

6 ***Did the U.S. or Canada ever have a 2-12-0 loco?***

This type was used in Germany and Austria, but not, so far as we can ascertain, in North America. Presumably no 4-12-0, 2-12-4, or 4-12-4 ever existed; but 0-12-0 tank locos were built for Austrian and Bulgarian lines, and the 2-12-2's and 2-12-4T's for the Java State Railways.

7 ***Was there ever a Chautauqua Traction Co.?***

Yes, indeed. Incorporated in 1903 it ran from Lakewood via Mayville to Westfield, N.Y., 26 miles, and once had 19 cars. Never a money-maker, it suffered large deficits for years and finally gave up the ghost about 1925.

8 ***Words, please, to "A South Park Mogul" by F. B. Turnbull.***

She was dingy, she was humble,
She was modest in her station.
The rust along her boiler plates
Proclaimed a poor relation
Of the proud ones, the mighty ones
That towered by her side,
She squatting on the narrow-gage,
They strutting on the wide.

But when she cleared the city,
She breathed with lungs of brass
As, proud as any empress,
She stormed along the pass.
In plumes of black and silver
She crashed the canyon gates,
She rocketed up mountain cliffs,
She snorted where Hell waits.

The courts have taken up her rails;
She rusts in Denver town;
From tender and from car-step
Her homesick men are down.
Buses roar now by the peaks
Where once her smokestack swayed,
But I still see the old gal's ghost
Go ramming up the grade.

9 ***What do you know about the Breeze & Kneeland Locomotive Works?***

Its official name was the New York Locomotive Works. Located in Jersey City, N.J., it began operating about 1851 and built many eight-wheelers, some for the New York & Hudson Railroad, before closing down in the panic of 1857. After remaining idle until 1865, the works were rented to James McHenry, who had contracted to build the six-foot-gage Atlantic & Great Western (now part of Erie Lackawanna) and decided to make his own engines. Several hundred locomotives were produced before the shops suspended again in 1867. Two years later they were leased to Nathaniel McKay, son of a Boston shipbuilder, but he couldn't make a go of the business and closed it down.

10 ***Your magazine mentioned the Santa Fe training school for engineers. Does Burlington Northern have a similar program? If so, what qualifications would BN men need to be accepted into such a school?***

New labor agreements require that applicants for such schools must be either locomotive firemen now or be hired as such and put through a training program for promotion to engineer. BN does not have a training school for engineers, but is developing one. Qualifications will include ability to meet current physical standards. Individuals must qualify for the BN mechanical and operating rules and procedures that will be set up for the training program.

11 ***Did the Boston & Maine ever sell 2-10-2's to the New Haven? What were their dimensions?***

No, sir. The B&M did sell Nos. 3000, 3008, and 3017 to the Maine Central, where they were renumbered 651, 652, and 653. They had 29x32" cylinders and 61" drivers, 190 pounds of pressure, weighed 377,800 lbs., without tender, and exerted 71,300 lbs. of tractive force (84,500 lbs. with booster). Alco built them in 1920.

12 ***What lines formed the Dominion Atlantic?***

Incorporated in 1895 as a consolidation of the old Windsor & Annapolis and the Yarmouth & Annapolis in the beautiful maritime area of Canada, the line was leased in 1912 for 999 years to the Canadian Pacific, now called CP Rail.

13 ***Where is Lincoln's funeral car?***

Nowhere. Within a year after that long and famous funeral trip in 1865, the Government sold it to the Union Pacific. Later, it formed part of an excursion train to the 247th milepost of the line building west. UP found the car a cumbersome piece of equipment, ordered a new car from George Pullman, and put the historic old relic at the Government's disposal. In 1870 it was sold again, this time to the Colorado Central, which used it as a passenger coach on the Denver-Golden run. When the UP bought this line, the former funeral car became a carpenter's shop on wheels.

Thirty years after President Lincoln's death, the car, then in a shabby condition, was noticed by a "Gay 90's" type railfan in the Omaha yards. In 1905 the car was bought by Thomas Lowry, president of the Soo Line. He offered it to the Park Board of Minneapolis, which was not interested. Before it could be moved to a haven at Mendota, Minn., the car was entirely destroyed by a grass fire in 1911. Some of its furnishings were saved, including a desk, two sofas, an armchair and the silver service, which are now in the UP museum at Omaha.

14 ***Info. wanted on the old Sacramento Valley & Eastern.***

This pike, incorporated in 1906, ran from Pitts to Bull Hill, Calif., 16 miles. It was abandoned in 1932.

15 ***What are cuts and fills?***

When a railroad right-of-way is cut through a hill, knoll, or slope to provide a roadbed the excavation is called a "cut." A solid bank of earth, rock, or other material built above the natural surface to form the roadbed is called an embankment or "fill."

16 ***How did a rack engine manage to keep its water above the crownsheets while standing on level track?***

Such locos, with inclined boilers, were not designed to rest on level track any more than ordinary engines were built for inclined track. However, rack engines were given enough water space above the crownsheets to take care of ordinary situations in their course of duty and could stand on nearly level track with a good glass of water and yet not expose their crownsheets.

17 ***Any info. on a railroad built along the Boston & Albany's Athol branch long ago but never operated?***

This was the Hampton Railroad, projected for 15 miles from Springfield to Bondsville, Mass., where it joined the B&M. By using this cutoff, the New Haven could have run trains over the B&M into Boston's North Station. It was completed in 1913 and cost more than $250,000 a mile, or a total of about $4 million, but no train ever ran over it. Upon completion, the line was to be leased to the B&M, but the Massachusetts Legislature defeated the bill authorizing the lease. In 1926 a dealer in second-hand railroad material bought its double track for about $30,000.

18 ***How many British Railway Deltics were built?***

A fleet of 22, outshopped by English Electric at Newton-le-Willows, went into service in 1961. Producing a total of 3,300 hp, two 18-cylinder Napier Deltic engines gave the class its name, delta being a Greek letter shaped like a triangle, in which form the 36 pistons in each engine are arranged. Recently, Deltic 9010 was credited with setting a record of two million miles working the East Coast route. Every nine months they come for alternate light and intermediate repairs at Doncaster, after running an average of 150,000 miles between visits.

19 ***Where can I find the monument to William Gordon, Southern railroad builder?***

At Savannah, Ga., in a square at State and Bull streets, opposite the U.S. Post Office.

20 ***Was there ever a BH&FP Railroad?***

Yes, indeed. The Black Hills & Fort Pierce was chartered in 1881 and completed ten years later between Golden Gate and Piedmont, S.D., 38 miles, originally a 3-foot gage line. In about 1900 it had five locos and 119 cars and is now part of the Burlington Northern.

Running Extra

Why did the numbering of Reading steam locos go from 2100's for 4-8-4 type to 3000's for the Sante Fe type? Why not a 2200 series?—Richard Moore, P.O. Box 156, Hatfield, Pa.

I recall reading about a fatal wreck, possibly in Georgia, involving the Southern's *Royal Palm* and *Ponce de Leon* in the 1920's. Can someone pin this down for me? As a boy living in Laurel, Miss., I went to Chicago now and then with my parents to visit an aunt and we usually caught one of these trains in Chattanooga.—Roger Heidelberg, 1464 Semmes St., Memphis, Tenn. 38114.

Were Rock Island units 621-624 PA-16's, as your March roster stated, or were they DL-109's? I have read that 621 and 623 were actually DL-109's.—Tom Farland, 2460 1st Ave. N.W., Cedar Rapids, Iowa.

Answering a reader's question: On the Long Island station plaza at Merrick a gravestone is inscribed: "Railroad Roxie, LIRR." Alongside is a drinking basin for animals. In his heyday, Roxie was known and petted by many conductors, engineers, and station agents. A famous vagabond, he was strongly built with a smooth yellow coat, keen eyes, and expressive ears. He accepted food and other courtesies from railroad men; to others he was merely polite.

A regular traveler, he could board any LIRR train and go wherever he pleased. When he went to Freeport on a night train, he would accompany Tom Wright, the station agent, to Tom's home. Next morning he'd ride a train going east or west. Roxie knew which side of the track to stand on to board an approaching train.

Roxie occasionally made his headquarters in the Railroad YMCA at Long Island City. He knew hand signals of railroad men. It is said that he signaled engineers with his tail when he wanted to board a train. Roxie died at age 16 on June 10, 1914. He reportedly had a bank account, maintained by railroaders, and this paid for his funeral and gravestone.—Joe Fabian, 252-39 Brattle Ave., Little Neck, N.Y.

A bumper program of day tours this summer has been planned by British Railways Southern Region's central division. Included are new destinations such as Aberystwyth, Cromer, Lincoln, Llandudno, Morecambe, the Peak District, Sandringham, Southport, Stratford-On-Avon, Totnes, and the Vale of Evesham. The division covers Sussex, much of Surrey, and South London. Some mystery specials also are scheduled.—Albert Herskovits, 3 Belsize Square, London, N.W. 3, England.

Under the metal strap of my Western Ohio R.R. caboose marker is stamped "ES&N Ry. Co." What was that line and where did it run?—Gary Bensmar, 310 S. Ash Street, St. Marys, Ohio 45885.

Brief history wanted of the Lehigh & Hudson River, including its type of equipment.—Anthony Hernandez, Jr.,

145 Rogers Ave., Hightstown, N.J.

I have been working on the car ferries crossing Lake Michigan for 19 years. Recently I saw for the first time an old C&O boxcar, No. 21290, with "Chessie" painted on the side. How many such cars are left with the words, "The Chessie Route" under the cat picture? Who knows what year the cat was first painted on the side of the boxcars and when this practice was stopped?—Edward Regan, Scottsville, Mich. 49454.

Can some reader tell me details about three Wyoming railroads that ran between Buffalo and Clearmont, between Casper and Midwest, and between Hanna and Atlantic City, respectively?—Jim Penton, Valley View Rte., Box 633, Rosstob, Texas 76263.

What kind of device used on certain engines was the Griffenfeld cinder catcher? When was it invented, which roads used it, and what was its function?—Robert McGowan, Room 32, Church 11, Quad, Rennsselaer Polytechnic Institute, Troy, N.Y. 12181.

Both Canadian National and CP Rail use the tissue-paper train orders known as "flimsies." I have such types from Calgary and Edmonton yard offices.—Rev. A. E. Buhler, Box 383, Stettler, Alta., Canada.

Which railroad operates the lounge or sleeping car called *Magnolia Star?* —Marshall Taylor, 125-10 Queens Blvd., Kew Gardens, N.Y. 11415.

After working for the Pennsy since 1907, I hired out to B&O in 1923 as a brakeman in the busy yard at Willard, Ohio. That was one cold place, but a fine yard to work in. Most brakemen there were boomers who really knew how to railroad. All east- and westbound humps were manned with brakemen riding cars down the tracks. Two cars to a man was the limit. Recently, I suppose, car retarders have been installed there. We had an ID yard beside the eastbound hump, where we switched trains for the east, and an icehouwe.—William L. Danley, Cambridge, Ohio 43725.

In reference to the request in March issue for an O&W book, that book is out of print. Changing the subject, does any railfan know the history of the Jamestown, Westfield & Northwestern?—William M. Jones (no address).

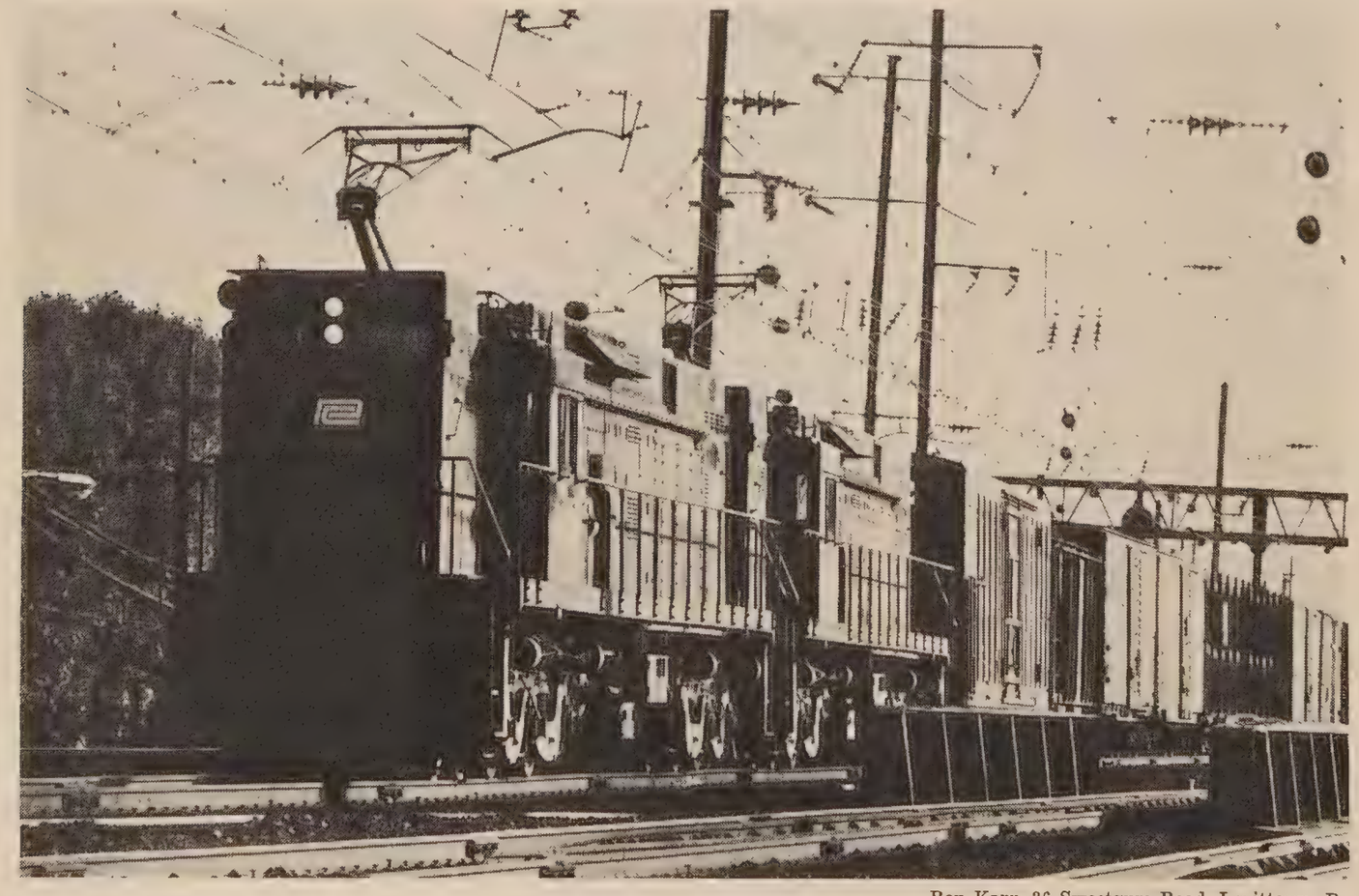
Regarding names on Erie engines (Feb. issue): Erie president Fred Underwood initiated this procedure to honor engineers with exceptionally good records. A list of these men is given in Westing and Staufer's book *Erie Power.* Another award was the Order of the Red Spot, originated by the then Erie general manager R. S. Parsons, in which a red disc was placed under the smokebox number plate.—U. Edward Jackson, 371 Edgemore Dr., Rochester, N.Y. 14612.

Photo in your June issue shows an Indian figurine atop Missouri Pacific's depot in San Antonio. According to "Chuck" Dettman, superintendent of the Dallas-Fort Worth Division of the Texas & Pacific, it was placed there as a tribute to an Indian guide who had been very helpful in working with a surveying party of the old International & Great Northern in the 1870's, when the line from Longview to San Antonio was being mapped out. The old figurine points in the direction of Palestine, Texas, an old I&GN terminal point.—Willard C. Schultz, public relations representative, MP and T&P, 1507 Pacific Ave., Dallas, Tex. 75201.

Photos on page 21 show: (upper left) Checking viscosity of oil samples taken from locos being serviced at the Rock Island El Reno diesel ramp. Photo by Ed Wojtas, Rock Island Railroad.

(Upper right) New ramp car used with Union Pacific's track maintenance train provides easy loading and unloading of heavy equipment used in tracklaying.

(Bottom) Retarder noise at Canadian National's Calder yard, Edmonton, Alta., which on occasion had carried to nearby residential areas, has been



Ron Karr, 36 Sweetgum Road, Levittown, Pa. 19056

A catenary pattern in the sky. Headed by twin E-44 units, Penn Central freight rolls through Morristown, Pa., in 1971

virtually eliminated with construction of a specially-designed sound-absorbing structure over the yard's main retarders.

Information Booth should be expanded. It often contains old railroad terms and other lore that I find helpful and interesting.—Francis Seymour, 263 Glenwood Ave., Elmira Heights, N.Y. 14903.

Pen Pals Wanted

(No charge for listing in this section)

Peter Wright, 82 Powers Rd., Concord, Mass. 01742, wants someone to tell him how to get a Penn Central roster. (Ed. note: PC won't cooperate with Sy Reich on a roster for us to publish.)

Miss Belita Yu (22), 5 Middle Road St. (Mango Ave. behind Iglesai Ni Cristo Church), Cebu City, Philippines.

John W. Lyon (20), 478 Front St., Upper Sandusky, Ohio 43551, wants female pen pals.

Roy Steig II (21), P.O. Box 11, San Jose, Calif. 95114, likes to hear from railfanettes.

Miss Lourdes Semblante (20), 461-A.F. Lla, as St., Cebu City, Philippines.

Steve Hubbard (20), 16344 Comdon Rd., Albion, Mich. 49224, desires male and female pen pals.

Minoru Itagaki (22), 825 Bond du Lac, Apt. 11, Dorval, Que., Canada, wants to hear from girls interested in overseas railways.

Miss Anna Marie Bryan, P.O. Box 508, Bound Brook, N.J. 08805, seeks pen pals, either sex.

Miss Dulce Kadusale (32), 182 Blaridel Street, Cebu City, Philippines.

Mrs. Virgie Morrison (65), Martin Ave., Flatwoods, Ky. 41139, has critical ailment, needs cheer-up letters and cards.

Mr. Harrie Bex (17) In De Kramer, Limburg, Holland, wants to hear from anyone who can tell him about North American steam.

Mrs. J.A. Crone, Rte. 3, Box 193-E, Denison, Texas 75020, wishes to contact descendants of John Franklin, one of her forbears. Another was John Franklin, born in Mass. about 1690, brother of famed Benjamin Franklin. Is preparing family tree.

Miss Elizabeth B. Colina (28), Tenazas Subdivision, Mabolo, Cebu City, Philippines.

Brian Tasker (18), 2 Roselyn Crescent, Bentleigh East, Victoria, Australia, would like to correspond with railfanettes.

Harvey Zehrunger (19), Route 2, Hilbert, Wisconsin 54219.

Miss Monica Cruickshank (22), W½ 241 Lamaha St., New Town, Kitty, Guyana, South America.

Roster Corrections

Correction of printer's errors in our Louisiana Short Lines roster (July '73): New Orleans Belt 42, 43, built in 1942, weighs 197,900 pounds NOPB 44-46, have tractive effort of 59,976 pounds and weigh 199,920 lbs. NOPB 47-49, built in 1949, weigh 196,600 pounds. Note 38 applies.

George R. Silcott sends corrections to our District of Columbia Short Lines roster. Note 2 should read: EW 101 was sold to Silcott, then to Pinto Island Metals, renumbered 68 (6/8/70). Note 5 should read: WT 45, 48, 50, 53, 61 are no longer on the roster. The following new note 11 should be added: WT 49, 55, 58, 60, 63-64 were sold to Silcott and Birmingham Rail & Locomotive jointly. WT 49 was then sold to El Paso Iron & Metal. WT 55 was sold to Dumtaw (Domtar?) Paper Co. WT 58 is being held in stock. WT 60 was sold to Lansing Board of Power & Light. WT 63 was sold to Carolina Power. WT 64 was sold to Alabama Power.

Mr. Silcott also sends us additional information for our Iowa Short Lines roster (May '73). Note 23 should read: IT 45 was originally Port Everglades Belt 300, then CCW 201 (1945), then IT 45, then sold to Silcott and Whisler Equipment, then resold to Mound City Terminal, renumbered 1. Note 35 should read: IT 75 was originally Marianna & Blountstown 75, then Silcott and Whisler Equipment 75, then IT 75 (11/67).

George Roth of Waterloo, Ont., Canada, likewise sent us fresh information for this roster. Note 32 should read: IT 62 was originally Galt, Preston & Hespeler 20, with 250 hp; then rebuilt as Grand Griver Ry. 224; then sold to IT, renumbered 62 (7/63), and rebuilt to 600 volts. Note 34 should read: IT 70 was originally GP&H 10 at 240 hp, then GRR 222 (1919), then IT 70 (7/63). Note 37 should read: IT 80 was originally GRR 226, then IT 80 (1/63). Note 38 should read: IT 81 was originally Lake Erie & Northern 337, then IT 81 (1/63). Note 39 should read: IT 82 was originally GRR 228, then IT 82 (7/63).

Robert R. Lawry points out a little cross-checking we failed to do for our Chicago & Eastern Illinois roster (May '72). Note 6 should read: 110 was sold to Export-Import Co. (8/29/49). It was later owned by Guy F. Atkinson, then purchased by the Longview, Portland & Northern, renumbered 1002.—Sy Reich

One answer to question asked in June *Railroad* about Indian symbol atop MoPac San Antonio station is that it was the herald for the International Great Northern R.R. Another version is that it was a tribute to a trusty IGN guide.
Fred M. Springer, 17 Glen Oaks Ave., Summit, N.J. 07901

HOBBY CLUB

conducted by Sy Reich

A CLEVER device for raising funds should help to perpetuate the tremendous loco collection in Steamtown, U.S.A., at Riverside, just north of Bellows Falls, Vermont. The Connecticut River National Bank, almost directly across the river, has mailed out letters to railfans outlining a means for aiding Steamtown. The idea is to do your banking at that bank by buying five-year certificates in $1,000 units. For every such sum deposited, the bank will make a $5 donation in your name to Steamtown. As the amount increases, the depositor's benefits also rise. For details write the bank at P.O. Box 500, Charlestown, N.H. 03603.

August 11th at Riverside will be Friends of Steamtown Day. Doubleheader trains will run all day, using ex-Canadian Pacific No. 127, a Pacific type, and ex-Rahway Valley 2-8-0 No. 15. The former New Haven Trap Rock Co. 0-4-0-T No. 43 will be under steam to pull dead locos onto the table for photographers.

Looking far ahead, the weekend of Oct. 27-28 will feature a mainline trip out of North Station, Boston, for Montpelier, Vt., via the Boston & Maine and Central Vermont, with overnight reserved accommodation—your first chance to ride mainlines B&M-CV steam since 1955. Leave Boston at 9 a.m. Fare is $50. Power will be ex-NKP 2-8-4 No. 279, subject to Federal Railroad Administration approval. If no extension is granted on the flues, another loco will be substituted. This trip will benefit the rebuilding of ex-Canadian National 4-6-2 No. 5288 for future fantrips. Frederick G. Bailey, assistant director of Steamtown, says the future of other such trips will depend on how well this one is supported. A full schedule of 1973 activities may be had by sending SSE to Steamtown Foundation, P.O. Box 71, Bellows Falls, Vt. 05101.

The popular Canadian Railroad Historical Association wants to install a turntable costing $5,000 on the site of a proposed roundhouse at their museum, but needs donations to help this worthy project. Their turntable has been sandblasted, painted, and assembled. *Canadian Rail* is their monthly publication; subscription and membership, $8. Contact CRHA at P.O. Box 22, Station B, Montreal 110, Que., Canada. Also: the Association is distributing free copies of its new 24-page illustrated catalog, listing a large number of books, picture portfolios, slide sets, cloth patches, and back issues of *Canadian Rail*. All these items cover various phases of Canadian railway or streetcar operation and/or railroadiana. For catalog write to CHRA Publications, P.O. Box 148, St. Constant, Que., Canada.

Wolfeboro R.R. passenger train approaches Fernald, N.H., crossing on first day of operation, Wolfeboro to Cotton Valley, N.H., 6.21 miles, April 23, 1973. The 4-wheel Plymouth, No. 9, is hauling an ex-Jersey Central coach. Under construction at right is enginehouse for the recently acquired 2-6-2. Don Hallock (pictured on cover of June 1973 *Railroad Magazine*) owns common carrier line.
Loring M. Lawrence, 195 Lancelot Dr., Manchester, N.H. 03104

Tallahassee (Fla.) Railfans Club has been awarded a charter to become the Gulf Wind Chapter of NRHS. They meet on the fourth Sunday of each month at the local railroad depot. Organized last September, the club hopes soon to get a piece of passenger equipment to use as a meeting place and headquarters. Irving Lipscomb is president of the new chapter. Lew Pardee, national president of NRHS, is pleased with the progress being made, gradually, to raise the Society's present membership of about 8,500 toward its 10,000 goal.

"Is there such a group as a Long Island R.R. Club?" asks Anthony Sorrentino, 230-10 145th Ave., Rosedale, N.Y. 11413. "I need help in locating LIRR material.

A ride of the steam-powered Strasburg Rail Road costs adults 25 cents (well spent) more than it did last year. This fare increase should help to pull the Strasburg out of the red.

"There's no fear of our railroad becoming the Penn Central of Lancaster County," explains Eugene Paulnok, vice-president in charge of administration. "Our financial trouble stems from rising costs plus a poor 1972 tourist season due to tropical storm Agnes. Physically, our only real flood damage was a tree falling across the track. But the storm's aftermath brought our greatest problem—fear and uncertainty among touirsts as to what they would find for accommodations, water, or food."

One of the road's expenses last year was buying an additional steam loco, ex-Green Mountain 89. She was in Wilkes-Barre, Pa., last June when the flood hit. You may remember seeing pix of flood water four feet higher than her stack! The Strasburg had to clean her up and pay for all repairs. Last year this popular road carried 80,934 adults and 86,188 children.

Mrs. Cathy Fors of the North Alabama Railroad Club is collecting recipes that she hopes to sell to assist the club in raising money for their steam loco, No. 77. Anyone having tried and true recipes should write to her at 2819 Newby Rd., Box 20, Huntsville, Ala. 35805.

A significant meeting was held recently in Sacramento, Calif., with the city's director of Parks and Recreation, some museum architects, Pacific Coast Chapter of R&LHS, and officers and directors and others on planning staffs, to discuss the architectural plans for the railroad museum complex. The Chapter has leased half of the second floor of the "Big Four" building in Old Sacramento and now has space for much historical railroadiana that can now be assembled in one area. These items will be cataloged under the aegis of director Jim Henley. In Old Sacramento itself some ancient buildings are being restored.

It was announced at the latest annual R&LHS get-together that the Pacific Coast Chapter would be host for the 1976 annual meeting, dovetailing into the nation's bicentennial celebration, thus facilitating a public display of this great collection of railroadiana. New York Chapter will be host in '74 and the Chicago Chapter in 1975.

We have just learned that maps showing Missouri railroads may be had from the Missouri Division of Commerce and Industrial Development, Jefferson Bldg., Jefferson City, Mo. 65101. You cannot get them from the Missouri Highway Dept. despite what some reader told us recently.

The *Winter Wonderland Special,* which Canadian National operated from Edmonton to Jasper in February and early March, proved to be more popular than ever. Ed Power, CN passenger sales representative at Edmonton, held forth each weekend in the special train's recreation car with piano artistry and leading the songfest. Which reminds us of the piano playing on another fantrip by Charlie Castner, this month's *Interesting Railfan* (page 22).

A feature film of railroad interest is *Scarecrow,* currently being shown at local movie theaters. It stars Oscar-winner actor Gene Hackman, also Al Pacino, who made a hit in *The Godfather.* Both men play the parts of freight-riding hobos. Some of the scenes were shot in Chesapeake & Ohio territory near Newago, Michigan.

Norfolk & Western had donated a 60-foot baggage car to the railway museum of the Fire Fighters Association at St. Albans, W. Va. The car was moved by rail from Decatur, Ill., to St. Albans. The Association has collected enough money to restore ex-C&O No. 2700 and to place a 9-foot security fence around the exhibit site. C&O donated a 1920-era wooden caboose for display, along with the class K-4 Kanawha. For the museum, the St. Albans group leased from the Chessie System 11,800 square feet of land with two tracks.

Information and pix are wanted on Italy's narrow-gage Ferrovia Eleitrica Sangritana that ran on the Adriatic coast.—Robert H. Adams, Jr. (Wisconsin Chapter of NRHS), N85 Ann Ave., Menomonee Falls, Wis. 53051.

More and more abandoned railway depots are being converted to restaurants. Latest one to come to our attention is in Lansing, Mich., where Vince Malcangi is now running a profitable "hash house" in the local Grand Trunk station which was closed and sold to him because of dwindling rail passenger traffic.

Michigan Railroad Club's journal, *The Michigan Railfan,* reports that *Michigan Railroad Scene,* a railfan's guide by Craig Rutherford and Raymond Sabo, is now on sale for $2 postpaid, 50¢ extra if mailed first class. Contact Ray Sabo, 33244 Mina Dr., Sterling Heights, Mich. 48077.

BOOKS OF THE RAILS

by GORTON T. H. WILBUR

1972 Steam Passenger Service Directory including electric lines and museums, 144 vages, 5½x8½", soft cover, photos, listings, Empire State Railway Museum, 10940, or Puadrant Press, Inc., 19 W. 144 pages, 5½x8½", soft cover, photos,

Here is the railfan's guide searching out steam and trolley lines to ride, and museums to visit in the U.S. and Canada This year's copy best yet.

***The Coudersport & Port Allegany and the New York & Pennsylvania,* soft cover, 180 pages, 8½x11"; text matter plus photos, maps, timetables, roster, passes; published by the author, Paul Pietrak, Box 300, North Boston, N.Y. 14110, $4.25, hard cover, $7.**

This is about two short lines in Potter County, Pa., that played a vital role in the fortunes of local lumber and tanning interests in the 1880's and '90's. When the businesses disappeared the roads' doom was sealed. First on the scene, the C&PA was the last to go; lingering until a few years ago. NY&P was abandoned in 1936. Paul takes the historically-minded shortline fan through the years with many good pictures and interesting text along little known pikes that appeared briefly, merged, and but for his efforts would be forgotten in the annals of time. This is good reading of the bygone days of rural railroading when steam rolled through the valleys of the Allegany and Oswayo rivers.

***Ride the Sandy River,* by L. Peter Cornwall and Jack W. Farrell, hard cover, 247 pages 8¼x11", including text, photos, timetables, rosters, maps, car diagrams; published by Pacific Fast Mail, Edmonds, Wash., $15.**

The famed Sandy River & Rangely Lakes was one of the most intriguing railways in history. This book is a trip through the sweet-smelling Maine woods, which supplied the road with most of its traffic—a ride into a nostalgic era when the SR&RL was America's largest two-foot-gage line, more than 100 miles long. Built in the late 1880's, its first power came from the quaint Billerica & Bedford, the country's earliest—and destined to be its shortest-lived—two footer. The SR&RL peaked in the quiet years between 1908 and the end of World War I; but when the devastating trio of Depression, automobiles, and trucks made their impact in the 1930's the end came quickly. Aided by "Mr. Sandy River" himself, Linwood W. Moody, once a popular *Railroad Magazine* contributor and author of an earlier (now out of print) delightful treatise on the slim road, the new authors have come up with a gem, liberally sprinkled with excellent pix. You'll visit the line in summer and winter and see the small steam locos and many of the cars, depots, covered tanks, enginehouses, and such pleasant New England towns as Phillips, Kingfield, Strong, and Farmington. Mike Pearsall's several pages of artwork in color are superb.

A touch of the old two-footer still lingers on the Edaville R.R. in South Carver, Mass., at the thick end of Cape Cod. There you'll find the Sandy River's only parlor car, *Rangely,* which is almost like a big doll-house, with single seats on both sides of the aisle, and is, in fact, the only two-foot-gage parlor car ever built in the entire world! Also two Sandy River coaches, all on the midget-gage cranberry bog line. A pilgrimage to this area never fails to stimulate one's imagination and evoke thoughts of long ago.

Historical Publications

Railroad History No. 128 of The Railway & Locomotive Historical Society (Spring '73) is edited by John H. White, Jr.; soft cover, 95 pages, 6x9", photos, rosters, book reviews; published by R&LHS, Harvard Business School, Boston, Mass. 02163; members $2, non-members $3. This issue, as Jack points out, offers the most unusual consist of papers ever presented in any R&LHS publication. A major freight-car study and a bio sketch of a diesel loco pioneer are two of its surprises. "The Broom Handle That Made Stoker History" is a good technical piece. Betty Tone Summers made a beautiful sketch of a Wabash boxcar for the front cover.

The Bulletin, Vol. 38, No. 1, of the National Railway Historical Society, edited by William C. Wagner, soft cover, 63 pages, 6x9", photos, roster, book reviews, chapter activities; members $4, associates $4.50. Devan Lawton's "From Buffalo to the Pacific Behind Steam" is an interesting account of the Flying Scotsman highballing cross-country. Never fully explored but given good coverage here is "A History of Tank Cars," by F. J. Heller. Edited at 271 Norfolk Rd., Warminister, Pa. 18974.

Great Trains: sequel to History of Railways, edited by E. L. Cornwall, soft cover, 20 pages, 9½x13½", photos, text, New English Library, Barhard's Inn, Holborn, London EC1N2JR, England. Fine color photos and text. Cover shows Czech State Ry. standard 475.1 class mixed-traffic 4-8-2 crossing the Vltava River from Prague main station in '67. The Austrian State Ry. and even American interurbans come in for commentary and a color treatment.

B&M Bulletin, Vol. 2, No. 2 of the Boston & Maine Historical Society, Inc., P.O. Box 300, Reading, Mass. 01867, edited by John A. McGaffigan; soft cover, 13 pages, 8½x11", photos, rosters, diagrams. Excellent account of B&M's Mastodon locos by Kenneth F. McCall and Harry A. Frye. An interesting excerpt from the Western New England Magazine deals with the now-fabled Hampden Railroad.

Mobile Post Office Society, Northeastern Chapter, Vol. 11, No. 2, Box 192, Stormville, N.Y. 12582, edited by Michael Jarosak; soft cover, 10 pages, 8½x11", photos, postmarks, $3 for members. Good nostalgic piece "Remember the Fast Mail," reprinted from the Locomotive Engineer, with several late 19th Century RPO train cancels.

Gone forever is Philadelphia's old B&O station, 24th and Chestnut Sts.
L. T. Wehru collection (from H. P. Albrecht)

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The books are available only by mail. *Railroad Magazine Book Service,* 420 Lexington Ave., New York, N.Y. 10017. Here are a few suggestions:

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All ads in this section cost 10¢ a word (minimum 25 words, no maximum wordage), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill Balgley, advertising manager, Railroad Magazine, 420 Lexington Ave., New York, N.Y. 10017.

BUYING railroad collections and single items. I have been buying railroad, traction, and steamboat material for over 25 years and will gladly furnish bank and personal references. Arrangements can be made to pick up larger collections anywhere in the country. Single items and small accumulations are purchased through the mail. I will buy timetables, brochures, folders, switch keys, passes, guides, cap badges, booklets, posters, books, dining-car items, lanterns, wax sealers, calendars, signs, rule books, and other miscellaneous items. My long-standing reputation as the leading buyer of railroad material assures you of fairness and reliability.—Fred Arone, 377 Ashfoord Ave., Dobbs Ferry, N.Y. 10522.

PC RAILROADER, bi-monthly news magazine covering PC and pre-merger lines, historical and contemporary, subscription $6 per year.—Robert H. Reid, Box 179, East McKeesport, Pa. 15035.

JAMES PROKES, 7850 S. Kenneth St., Chicago, Ill. 60652, buys timetables, cap badges, dater dies, brass lanterns, playing cards, keys, silverware, books.

MARTIN T. HAHN, 139 Richards Ave., Maple Shade, N.J. 08052, sells official PRR system wall maps in full color, size 20"x40", at $3 each. Also sells Official PRR and PRSL block sheets from old Atlantic Division towers from 1940's and 1950's. Send SSE for free list.

GERALD CARSON, 11945 Gay Glen, Bridgeton, Mo., 63043, sells duplicate color slides diesel and steam, black and white prints. Sample and catalog, 35¢, Buys original steam and early diesel slides and negatives.

RAILROAD COLLECTIBLES. A new 1973 Junior Size Encyclopedia covering headlamps to playing cards. Entertaining and informative reading for all antique railroad collectors and model builders or money back. $2.95 postpaid. 48-hour service. Neil Utberg, Box 420, Edinburg, Texas 78539.

BUYING old timetables, books, passes, Off. Guides, etc., collections especially. Also selling timetables and railroadiana, reasonable prices; list free.—John Weston, Box 339, Wilmette, Ill. 60091.

ROGER ARCARA, 1432 Leland Ave., Bronx, N.Y. 10460, sells reconditioned cameras, sizes 120-620, 116-616, big oblong negs. Details free.

SLIDE SETS. Specializing in narrow gage; also standard gage steam, diesel, and electric; Canada, U.S., and Mexico. Catalog and two sample slides, $1.—Paul Orlow, Rte. 1, Box 370, Evergreen, Colo. 80439.

COLOR SLIDES: trams in 10 Scandinavian cities, Switzerland, Germany; steam in Germany, Denmark, England, Switzerland; Scandinavian steam museums. SSE for list,—DAKO Slides, Box 464, Nashua, N.H. 03060.

COLOR SLIDES. New catalog with thousands listed. Class I, short lines, industrials; 12-ton Brookvilles to DD405s. No matter what your special interest, we probably have slides that you'll want for your collection. Send 50¢ for catalog and sample to Vincent Porreca, 6 Burlington Dr., Longmont, Colo. 80501.

PCC TIE CLASP or tie tac, $2 each postpaid. Choice of following colors: blue and white, green and white, orange and cream, red and white, orange, yellow. Railroad and bus items available. Transportation Jewelry, Box 214R, Fall River, Mass. 02724.

FOR SALE; railroad emblem watch fobs in colored porcelain, only $2.50 each, over 60 different. Stamp for free list. Also have bolo ties and belt buckles.—Hoovers, 120B Fruit, Peru, Ill. 61354.

ALDEN MILLER, 3212-34th Ave. South, Minneapolis, Minn. 55406, wants railroad-travel vacation movies, other movie subjects, as toy train collections and operating layouts.

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys, trades for anything FEC or predecessors or anything Florida. Buys rail, trolleyana in quantity. Sells selected items; fills want lists.

DON MILLS NEGATIVE EXCHANGE, Box 623, Don Mills, Ont., Canada, buys, sells, trades, locomotive, car, work eqpt., negatives, photos, book. List for 25¢ (refundable).

ENJOY NOW, 1974 calendar with July-December 1973 summary featuring 13 outstanding 8x10 photos on 8½x11" format of recent Southern steam excursions, spiral bound, $1.95 postpaid.—North Alabama Chapter, NRHS, Box 4163, Huntsville, Ala. 35802.

DICK AICHELE, Box 184, Little Falls, N.J., 07424, buys and sells lanterns, headlight, marker lights. Wants circus-train pix and DLW, NYC steam loco pix.

SELLING my large collection railroad books; no lists. Write me your specific wants for price quotation. Will buy and trade.—Bookman, Box 6454, Cleveland, Ohio. 44101.

1875 DRAWINGS, 7x17" of 3 engines, eight-wheeler, ten-wheeler, and Mogul; 3 bridges, Verrugas, Peru, L&N RR-Green River, and PCRR Little Juniata River; 6 for $2. Streamline pass. trains list circa 1940—8 pages $1.—D. Doerres, Box 676, Wilton, Iowa 52778.

FOR SALE: Historical Railroad Lanterns book, $6, postpaid. Order from author, A.S. Burkhalter, P.O. Box 41, Winchester, Tenn. 37398.

BOB GREENAWALT, 3643 Rosemead, Rosemead, Calif. 91770, wants old RR or mining stocks and bonds, Poor's and Moody's Manuals, pre-1920 Centennial dated brass "year" wheel,

NEW YORK, New Haven & Hartford uniform buttons, plus 11 other railroads and 3 street railways, 3 for $1.10.—J. Lajoie, 22 Stevens, Methuen, Mass. 01844.

F. STEINMETZ, 36 Stark Rd., Worcester, Mass., wants to buy railroad uniform buttons for collecting; send list with prices. Not a dealer.

MR. S. DOWNEY, P.O. Box 3477, Hialeah, Fla. 33013, would like to trade 35mm loco slides of his area for D&RGW.

WORLD-WIDE HOBBY INDEX, 25¢. Send true date, time, place of birth, photo, list of hobbies, to Univex, 436 Orchard Ave., Grand Haven, Mich. 49417.

MR. S. DOWNEY, P.O. Box 3477, Hialeah, Fla. 33013, would like to trade 35mm loco slides of U.S.A. for those of India.

FONDA, Johnstown & Gloversville railroad trains have been meeting N.Y. Central at Fonda, N.Y., since 1869. Book, 224 pages, 370 photos, $4.95; by author of 12 railroad books, (SSE). Wm. Gordon, 232 Beresford Rd., Rochester, N.Y. 14610.

PHILADELPHIA & West Chester Traction Co. 1917 schedule with map and pictures (reproduction), 50 cents.—Wilmington Chapter, NRHS, P.O. Box 2386, Wilmington, Del. 19899.

TOM COVAL, 21 E. Robin Rd., Holland, Pa. 18966, buys timetable collections, large and small; try me first. Seals plastic timetable slip covers, 5¢ each plus postage.

ORIGINAL train and trolley slides and negatives listed semi-monthly to buy, sell, or trade. Items interesting to railfan photographers also. Introductory copy 50¢, RFM, P.O. Box 4676, San Francisco, Calif. 94103.

TOM CHENOWETH, Box 17170, San Diego, Calif. 92117, sells slides and prints of U.S., Canadian, and Mexican roads, short lines, and passenger cars. 100-page catalog and sample slide $1, refundable.

RAILROAD SCRATCH PADS, various heralds available. Enclose stamp for sample sheet.—Kowal, 6615 S. Bell Ave., Chicago, Ill. 60636.

FOR SALE: PRR 4-wheel caboose, diesel builders' plates, Santa Fe Indian emblem, O&W locks, other railroadiana. Send SSE.—Ed Conklin, 5 King Arthur's Court, St. James, N.Y. 11780.

WANTED: railroad tickets; will buy single tickets or collections. Must be in good condition; no ticket stubs.—John Martin, 1923 W. 11th St., Brooklyn, N.Y. 11223.

BOB YANOSEY, 40 Hendel Ave., North Arlington, N.J. 07032, has top quality negatives of diesels for sale on approval. SSE, state wants.

ELECTRIC railway timetable reprints: West Penn 1948, 75¢; Texas Electric 1946, 50¢; both $1. List of railway books available 25¢.—M. Nevin, 820 DeMott Ave., Baldwin, N.Y. 11510.

JOE QUINN, Box 1044, Tillson, N.Y. 12486, sells 8x10 photo sets, excellent quality, action, close-ups, including streamlined steam, early diesels. List SSE. Also size 616 negs., 35mm slides of diesels, cabooses, equipment. No list; specify interests.

EDWARD BAUMGARDNER, 26 West End Ave., Oneonta, N.Y. 13820, offers list of public and employee timetables, passes, railbooks, bound Trains magazine, for SSE and dime.

DICK ANDERSON, 334 S. Prindle, Arlington Heights, Ill. 60004, has for sale original negatives pre-Amtrak passenger and head-end cars, plus diesel; sizes 116 and 120.

THE ENERGY CRISIS, by Lawrence Rocks and Richard Runyon, is one of a number of topical books about energy, transportation, and other subjects, listed in our latest catalog. For a copy of the catalogue, without obligation, send 25¢ in stamps to desk RR, The Rigley Book Co., P.O. Box 26012, San Francisco, Calif. 94126.

DON SOMERVILLE, 4018 Brunswick Ave., Drexel Hill, Pa. 19026, will exchange locomotive photos from fine collection, pre-Civil War to end of steam. State interests. Write for samples of quality work. Foreign fans welcome.

THE LENSMEN Magazine would like to wish all railroad photographers the best of luck in catching their favorite subjects on film this summer. But if you can't get to the places you want to go, send for our 16-page portfolio of railroad photographs. It's the next best thing to being at trackside. Sample copy $1; quarterly subscrip-

tion $3.50. The Lensmen, P.O. Box 486, Brentwood, N.Y. 11717.

DEPOT DAYS, 50 years of railroad narration. Real railroad flavor, entertaining, historical, hysterical, $2.95.—H. A. Stimson, 603 Lucerne Ave., Lake Worth, Fla. 33460.

THE 470 RAILROAD CLUB, P.O. Box 641, Portland, Maine 04104, sells black-and-white prints and slides B&M, MeC, BAR, Rut, CV, St.J&LC, Maine narrow-gage, other New England steam, also many older diesel units. We have nearly 1400 negatives now; list 25 cents.

ADLAKE 3¼ kerosene lanterns, railroad-marked, mint condition, from KCS, Penn Central, Baltimore & Ohio, Indiana Harbor Belt, blue, red, clear, yellow globes, each $18 plus $1 postage. 12 each different railroad pencils, $1.50. 100-year Santa Fe medal, $2. Boxed set Chessie System playing cards, $5. Deck Auto Train ol Amtrak cards, $2.50. Older design PRR vegetable deep dish or bouillion cup, mint, $8 each.—John Stone, 6810 Chambers Ave., Cleveland, Ohio 44105.

DAVID LARSON, P.O. Box 42095, Portland, Ore. 97242, is selling previously uncirculated photos: steam, diesel, electric, traction, action, scenes, rolling stock; 50¢ for list.

TRAINS PHOTO ALBUMS, some staining and wrinkling; #2 Far Western RRs $8; #4 Colo. RRs. $10; #7 Electric RRs. (cover gone) $6.50; #11 SP Lines (2 stuck pages) $8. New books: Round the world on the Narrow Gauge $9. Gilpin Gold Tram $10, Revolution in the Sky (Lockheed Story) $10, all postpaid.—Andrew Wittenborn, 152 Mountain Rd., Pleasantville, N.Y. 10570.

SELLS RAILROAD watch fobs, heralds, date nails, etc.; buys for resale date nails, etc. Please describe, including price.—Thurston Atchley, 409 S. Independence, Amarillo, Texas 79106.

AUTHENTIC ARTIFACTS. N&W marked switch keys, mint numbered Adlakes, finish somewhat crude, $6. American Railway Supply Co. catalog, form 30, rare, near-mint (about 1915), $15. Official uniform coat button, old originals, fine condition, 10 different railroads, my choice, $10 set. Same deal but 10 rarer roads, $14. American Express Co. depot agent's wax sealer, pre-1919, very good, $35. Same, old Railways Express Agency, $14. Scarce PRR-marked purple laurel china oatmeal bowls, undamaged manufacturer's seconds (pattern imperfections), $7.50 pair. Early diesel combination lamp-flag mounts, cast-iron, ideal for caboose marker lamps, $12.50 pair. Satisfaction guaranteed. No reproductions. Prices include insured shipping plus 6 months of field-leading sales lists (locks, badges, lanterns, much more).—Arden, 1260 Star, Noti, Oregon 97461.

CHILDREN'S storybook, "Steamy," tells about Cumbres & Toltec Scenic Railroad between Colorado and New Mexico, $1.75 postpaid.—Dave Ulmer, 1407 Holmes Dr., Colorado Springs, Colo. 80909.

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FRED HARRIS, 2234 Debco Dr., San Diego, Calif. 92045. Electric trains are my hobby. I collect Lionel, American Flyer, Ives, etc. (operating or not). Will buy engines, cars, accessories, catalogs, etc.

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Coming Events

July 14: private car excursion, Cumbres & Toltec Scenic; lv. Antonito 10 a.m., arrive Chama 4 p.m., bus back to Antonito; $19 adults, $13 kids, incl. lunch. Write Intermountain Chap., NRHS, P.O. Box 5181, Terminal Annex, Denver, Colo. 80217.

July 14-15: Washington and Potomac Chaps. of NRHS sponsor Skyline Limited, Southern Ry. 4501, air-conditioned, open coaches. Alexandria to Fort Royal, Va., both days. Adults $16, kids $13. SSE to Skyline Ltd., P.O. Box 487, Benjamin Franklin Sta., Washington, D.C. 20046.

July 14: (night), July 15 (day). Pittsburgh PCC trip, all routes. Write R. Bowker, trip chairman, Penna. Ry. Museum Assn., 102 Woodside Rd., Pittsburgh, Pa. 15221.

July 14-15: Role of railroads in U.S. history, artifacts on view, 9 a.m. to 5 p.m., Colonial Valley, Menges Mills, Pa.

July 15: PCC trip, Boston, Mass., most routes; lv. Arborway, 11:30 a.m., return 5 p.m. Adults $5, kids $2.50. Contact Ernest Kovacs, 416 Second Ave., Bethlehem, Pa. 18018.

July 29: 2nd annual Hamburg, Pa., Dutch train meet, Hamburg Fire Co. field house. N, HO, O standard gage, other rr. events, auction, prizes. SSE pre-registration $2. Write Sam Lenhart, RD #1, Leesport, Pa. 19533.

July 30-Aug. 5: "Quebec, North Line & Polar Bear" aboard Pullman Cynthia. Contact Michigan RR Club, P.O. Box 586, Dearborn, Mich. 48121.

Aug. 4: steam excursion, Denver-Laramie, behind UP 8444. Adults $25, kids $20. Write Kenton Forrest, P.O. Box 5181, Terminal Annex, Denver, Colo. 80217.

Aug. 11: Friends of Steamtown Day. Nos. 15 and 127 doubleheading passenger trains all day, ex-New Haven Trap Rock Co. 0-4-0T No. 43 pulling dead locos on table for pix. Contact Steamtown Foundation, P.O. Box 71, Bellows Falls, Vt. 05101.

Aug. 17-Sept. 2: National Parks tour by Amtrak trains, 5005 miles by rail plus Puget Sound cruise; fares from $890. Write Michigan RR Club, P.O. Box 586, Dearborn, Mich. 48121.

Aug. 18: One-Spot special steam trip. Erwin, Tenn., to St. Paul, Va., adults $25, kids $20. Write C. D. Zimmerman, 1412 Meadowbrook Dr., Johnson City, Tenn. 37601.

Aug. 27-Sept. 3: "Woodland Wanderings West" to Winnipeg aboard Pullman car Cynthia on CNR's Super Continental plus traveling through northern Ontario's backwoods on local trains. Contact Michigan RR Club.

Aug. 29-Sept. 6: annual NRHS convention, New Orleans. Trolley and steam rides, boat trips, banquet, etc. Special train leaves Washington, D.C., Aug. 29, with steam from Meridian, Miss., to N.O. Contact James H. Trousdale III, chairman, 1384 Annunciation St., New Orleans, La. 70130.

Sept. 2: PCC trip on San Francisco Municpal Ry. covering entire system; lv. carbarn, Geneva and San Jose aves., 11:30 a.m.; return about 5:30 p.m. Adults $5, kids $2.50. Write Ernest Kovacs, 416 Second Ave., Bethlehem, Pa. 18018.

Sept. 8: Central Vermont Ry. excursion, White River Jct. to Burlington and St. Albans. Bus connection out of Boston. Contact Frank Kyper, trip chairman, Mass. Bay Railroad Enthusiasts, P.O. Box 136, Ward Hill, Mass. 01830.

Sept. 13-14: Railway Systems & Management Assn. conference on electrification, Lake Shore Club, Chicago.

Sept. 15: Morris County Central Museum annual benefit fantrip; steam over Morristown & Erie mainline. Write P.O. Box 237, Cedar Grove, N.J. 07009. (SSE)

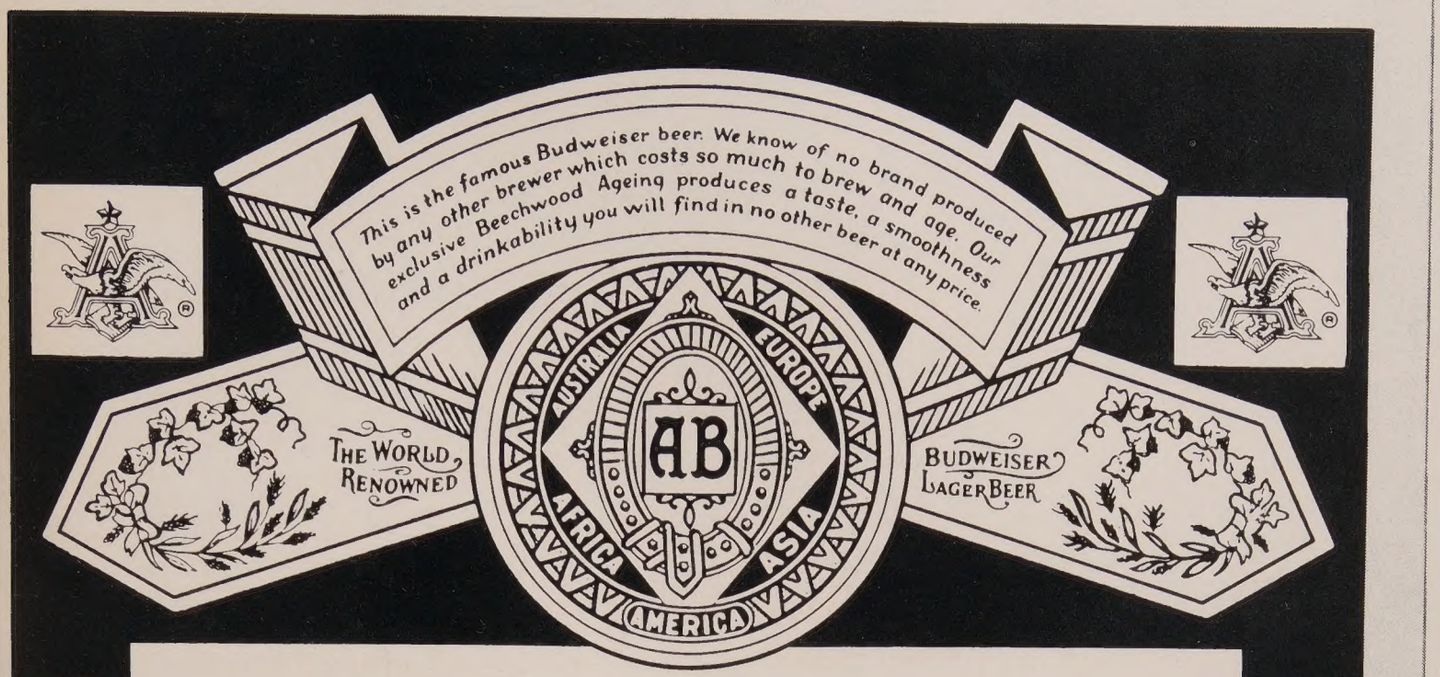
Sept. 22-23: scenic Rio Grande Zephyr excursion over entire route of Vista-Dome streamliner, Denver to Salt Lake City. Write Kenton Forrest, P.O. Box 5181, Terminal Annex, Denver, Colo. 80217.

Sept. 29-30: fall foliage weekend trip from New York; ride behind East Broad Top steam; Dutch country supper, other visits. Contact George Basch, 85-35 143rd St., Jamaica, N.Y. 11435. (SSE)

Sept. 30: tri-state rail excusion, Portland, Me., to Island Pond, Vt.; over 300 miles on Grand Trunk; snack bar, air-conditioned coaches, diesel power, photo stops. Lv. Portland, 8 a.m., return about 7 p.m. Adults $18.50, kids, 5-12, $10 Write Ron Palmquist, The 470 Railroad Club, 16 Glen Ave., Cape Elizabeth, Me. 04107.

Sept. 30: Marion, N.C., to Erwin, Tenn., return same day. Contact Exchange Club of Shelby, Roddey Eaves, 1305 Briarcliff Rd., Shelby, N.C. 28150, or Dave Hinson, 309 Circleview, Shelby, N.C. 28150. ●

Last Spring ABC-TV filmed an exciting TV movie along the D&RGW between Denver and Winter Park, just east of the Moffat Tunnel. Titled *The Runaway*, it is scheduled for showing on the ABC network this September. The plot involves events leading up to a runaway ski train on the mythical Sierra Pacific R.R., with Robert Young playing the part of an old engineer. The train consisted of GP30 No. 3011 and GP35 No. 3032, the steam generator car, a baggage-combo, and three coaches. All were in the Rio Grande color schemes of black and yellow locos, with silver and yellow cars temporarily relettered Sierra Pacific. So says *Intermountain News* of the Intermountain Division of NRHS.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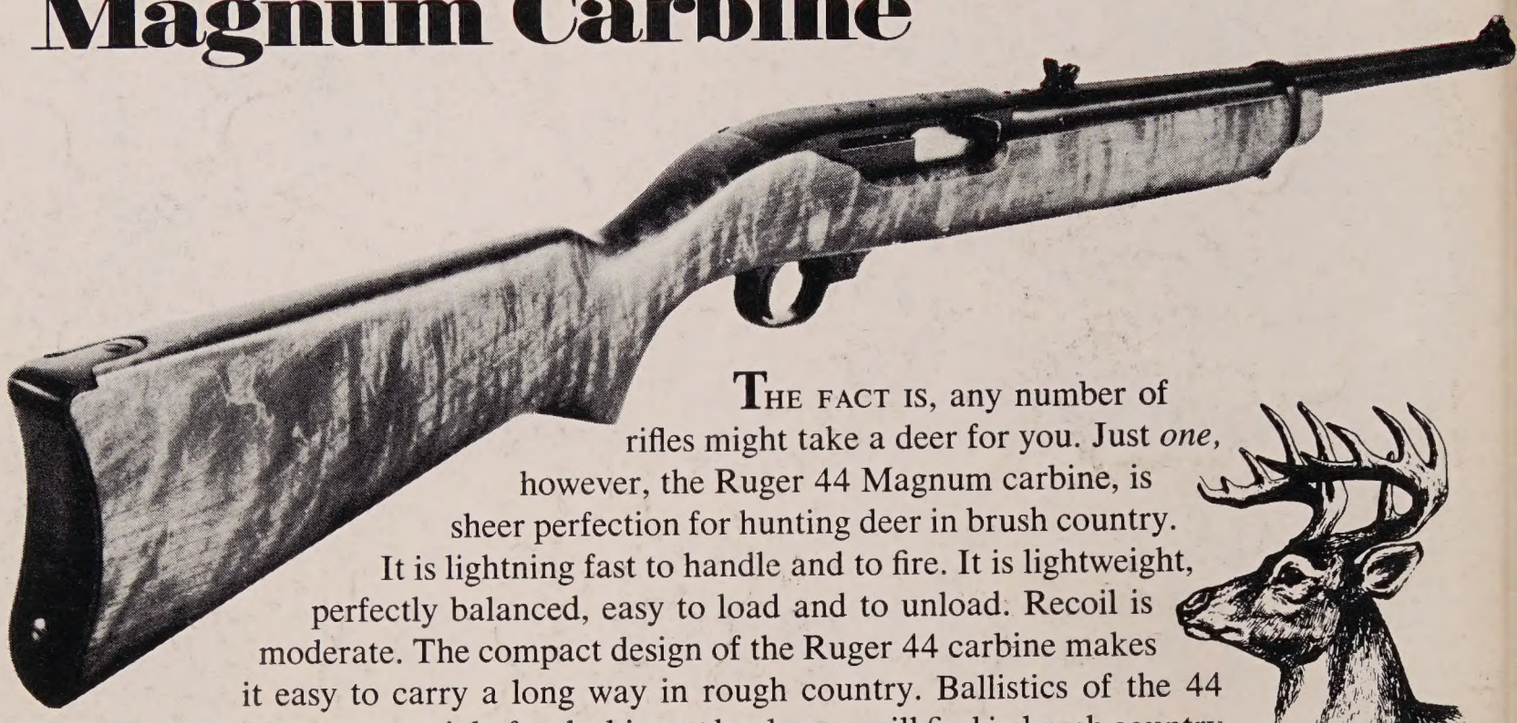
RUGER® .44

Magnum Carbine

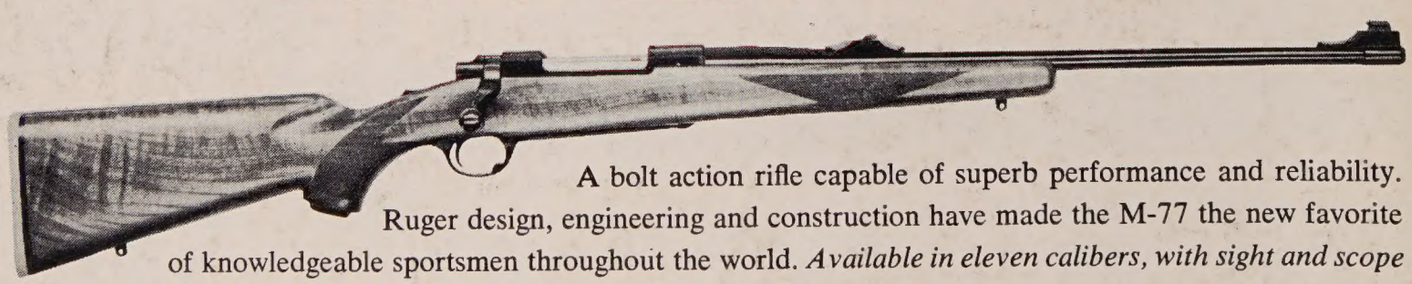


THE FACT IS, any number of rifles might take a deer for you. Just *one,* however, the Ruger 44 Magnum carbine, is sheer perfection for hunting deer in brush country. It is lightning fast to handle and to fire. It is lightweight, perfectly balanced, easy to load and to unload. Recoil is moderate. The compact design of the Ruger 44 carbine makes it easy to carry a long way in rough country. Ballistics of the 44 Magnum are right for the biggest bucks you will find in brush country or in tall timber.

SPECIFICATIONS: Weight — 5¾ lbs., Barrel — 18½". Overall length — 36¾", Sights — 1/16". Gold bead front; and folding leaf rear, adjustable for elevation. Receiver drilled and tapped for standard scope blocks or tip-off mount adapter. Safety-Sliding cross button. Safety locks both sear and hammer and cannot be put in safe position unless gun is cocked. Tubular magazine holds 4 cartridges, plus one in chamber. Gas operated, auto-loading mechanism. Suggested retail price, $117.

for the hunter who wants the best off-the-shelf bolt action...

RUGER® M-77



A bolt action rifle capable of superb performance and reliability. Ruger design, engineering and construction have made the M-77 the new favorite of knowledgeable sportsmen throughout the world. *Available in eleven calibers, with sight and scope mounting options. Hand checkered solid walnut stock, plus other custom features.* Examine an M-77 at your dealer's. Suggested retail price, $165.

For complete facts and comprehensive description on all Ruger firearms please send a post card to Department RR

STURM, RUGER & Company, Inc.

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